OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START
OF
ROLL

ROLL

259

AGENCY
NAME: ODOT

SERIES TITLE:
CONSTRUCTION CONTRACTS

FIRST RECORD
ON REEL: 10.044 (1985)

REDUCTION
RATIO: 21 X

1985 McKenzie Hwy. @ Godard Cr. 10,044
Br. Sec, Mckenzie Hwy. E. of Sprinfield
(grading, paving & structure)

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 30141

Project No HES-28(4)

Project Mckenzie Hwy. At Godard Cr. Bridge Highway Mckenzie County

Type of Work PE, R/W, Gr. Dr. H-T Pave & Str. Length-Rdy. Brs. Total

PR-1	Estimate - Date Submitted	6-15-83	Amount	200,000	Government	180,000	State	20,000	Co. City	- -
PA	Estimate - Date Submitted	6-30-83	Amount	25,000	Government	22,500	State	2,500	Co. City	- -
Rev PA	Estimate - Date Submitted	9-17-84	Amount	43,000	Government	38,700	State	4,300	Co. City	-
Mod. PA.	Estimate - Date Submitted	6-6-85	Amount	354,161 -	Government	318,744 -	State	35,417 -	Co. City	-
Rev PA	Estimate - Date Submitted	1-22-86	Amount	382,645	Government	344,380	State	38,265	Co. City	-
" "	Estimate - Date Submitted	9-19-86	Amount	409335	Government	368,401	State	40,934	Co. City	-
" "		11-10-86		464769		418292				

Preliminary Engineering Phase I ______ Phase II ______ Rights of Way ______ Construction 4-17-85 Other ______

Project Agreement - Amount	22,500 -	Date	7-5-83	State Contract No.	10,044	P.P.R. Copy	6/6/85
Modified Agreement - Amount	38,700	Date	9-19-84	State Contract No.		P.P.R. Copy	
Modified Agreement - Amount	318,744	Date	6-11-85				
Modified Agreement - Amount	344,380	Date	1-27-86				
Modified Agreement - Amount	368401	Date	9-23-86				
Modified Agreement - Amount	418292	Date	11-18-86				
Modified Agreement - Amount		Date					

Pro-rata 90% Group 1 ______ Group 2 ______ Group 3 ______ Group 8 ______ Group 9 ______

appn code 141

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 20-1913	Prefix 20-2537	Prefix 20-1002	Prefix
final	10-9-91		395,397.56					
	Total							

FORM 734-3144 (Rev. 11-78)

10,044

10-9-91

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REPORT NO: FMRP930-1                         OREGON DEPARTMENT OF TRANSPORTATION                       PAGE    13
RRN:           3951                               FINANCIAL MANAGEMENT SYSTEM                          RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                  JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                   TOTAL              TOTAL
     CHRG UNIT                                                AMOUNT            QUANTITY

 C0201002011  MCKEN H@GODRD CR BR
               NO TITLE FOUND
   899           ACTIV NOT ON SRC DOC
    299           OBJ NOT ON SRC DOC

     0100          STATE HWY ENGR ADM                          1,348.93                 .00

****299           OBJ NOT ON SRC DOC      TOTAL                1,348.93                 .00
***899           ACTIV NOT ON SRC DOC    TOTAL                1,348.93                 .00

   900           PROG ENGR-PROJ MGR
    260           RNT/LSE-BLDGS/OFICES

     8020          LARRY LINDLEY, REG 3                           40.00                 .00

****260           RNT/LSE-BLDGS/OFICES    TOTAL                   40.00                 .00
***900           PROG ENGR-PROJ MGR      TOTAL                   40.00                 .00

**             NO TITLE FOUND            TOTAL                1,388.93                 .00
*C0201002011  MCKEN H@GODRD CR BR        TOTAL                1,388.93                 .00
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10,014

9-24-91

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REPORT NO: FMRP930-1                            OREGON DEPARTMENT OF TRANSPORTATION                                     PAGE    14
RRN:          3951                                  FINANCIAL MANAGEMENT SYSTEM                                         RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                     JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                 TOTAL                TOTAL
     CHRG UNIT                                              AMOUNT              QUANTITY

 C0201002081  MCKEN HY@GODRD CR BR
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     0100         STATE HWY ENGR ADM                                 17.84                    .00

****299          OBJ NOT ON SRC DOC     TOTAL                        17.84                    .00
***899          ACTIV NOT ON SRC DOC    TOTAL                        17.84                    .00

**             NO TITLE FOUND           TOTAL                        17.84                    .00
*C0201002081  MCKEN HY@GODRD CR BR      TOTAL                        17.84                    .00
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REPORT NO: FMRP930-1                          OREGON DEPARTMENT OF TRANSPORTATION                        PAGE    20
RRN:          3951                              FINANCIAL MANAGEMENT SYSTEM                             RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                    JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                  TOTAL               TOTAL
     CHRG UNIT                                                AMOUNT              QUANTITY

 C0202537000  MCKENZIE HWY@GODARD
               NO TITLE FOUND
   414          PROPERTY NEGOTIATION
    001          REGULAR WORK TIME

     7760         R/W FIELD OPS, REG 3                           126.95                6.00

****001          REGULAR WORK TIME       TOTAL                   126.95                6.00
***414          PROPERTY NEGOTIATION    TOTAL                    126.95                6.00

   421          TITLE PROCESSING
    001          REGULAR WORK TIME

     7700         RIGHT OF WAY ADM                                27.42                1.00

****001          REGULAR WORK TIME       TOTAL                    27.42                1.00
***421          TITLE PROCESSING        TOTAL                     27.42                1.00

   430          APPRAISAL REVIEW
    001          REGULAR WORK TIME

     7700         RIGHT OF WAY ADM                                12.59                1.00

****001          REGULAR WORK TIME       TOTAL                    12.59                1.00
***430          APPRAISAL REVIEW        TOTAL                     12.59                1.00

   899          ACTIV NOT ON SRC DOC
    357          TITL INSUR & RESRCH

     7780         R/W HDQ ADM SERVICES                            12.00                 .00

****357          TITL INSUR & RESRCH     TOTAL                    12.00                 .00

    504          ODOT-REPROGRAPHICS

     0100         STATE HWY ENGR ADM                              14.40                 .00
     7781         NO TITLE FOUND                                 117.26                 .00

****504          ODOT-REPROGRAPHICS      TOTAL                   131.66                 .00
***899          ACTIV NOT ON SRC DOC    TOTAL                    143.66                 .00

   920          PROJECT PROGRAMMING
    001          REGULAR WORK TIME
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                  TOTAL                 TOTAL
     CHRG UNIT                                               AMOUNT               QUANTITY

 C0202537000  MCKENZIE HWY@GODARD
               NO TITLE FOUND
   920          PROJECT PROGRAMMING
    001          REGULAR WORK TIME

     0631         NO TITLE FOUND                                    40.22                     2.00

****001          REGULAR WORK TIME       TOTAL                      40.22                     2.00
***920          PROJECT PROGRAMMING     TOTAL                      40.22                     2.00

**             NO TITLE FOUND          TOTAL                     350.84                    10.00
*C0202537000  MCKENZIE HWY@GODARD      TOTAL                     350.84                    10.00
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REPORT NO: FMRP930-1                            OREGON DEPARTMENT OF TRANSPORTATION                                     PAGE    22
RRN:           3951                                 FINANCIAL MANAGEMENT SYSTEM                                         RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                     JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                              TOTAL                TOTAL
     CHRG UNIT                                           AMOUNT              QUANTITY

 C0202537011  MCKENZIE HWY@GODARD
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     0100         STATE HWY ENGR ADM                            9,580.25                  .00

****299          OBJ NOT ON SRC DOC     TOTAL                   9,580.25                  .00
***899          ACTIV NOT ON SRC DOC    TOTAL                   9,580.25                  .00

   910          PREPARE R/W MAPS
    001          REGULAR WORK TIME

     7111         ROADWAY DESCRIPTIONS                             94.87                 9.50

****001          REGULAR WORK TIME      TOTAL                      94.87                 9.50

    030          OVERTIME

     7111         ROADWAY DESCRIPTIONS                             12.99                 1.00

****030          OVERTIME               TOTAL                      12.99                 1.00
***910          PREPARE R/W MAPS        TOTAL                     107.86                10.50

   913          PLAN RELOC R/R LIASN
    504          ODOT-REPROGRAPHICS

     7111         ROADWAY DESCRIPTIONS                              6.28                  .00

****504          ODOT-REPROGRAPHICS     TOTAL                       6.28                  .00
***913          PLAN RELOC R/R LIASN    TOTAL                       6.28                  .00

**             NO TITLE FOUND           TOTAL                   9,694.39                10.50
*C0202537011  MCKENZIE HWY@GODARD       TOTAL                   9,694.39                10.50
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 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                            TOTAL                TOTAL
     CHRG UNIT                                          AMOUNT              QUANTITY

 R54239  000  T17SR01-ES18
               NO TITLE FOUND
   414          PROPERTY NEGOTIATION
    001          REGULAR WORK TIME

     7760         R/W FIELD OPS, REG 3                        91.31                  5.00

****001          REGULAR WORK TIME      TOTAL                 91.31                  5.00

    352          PROPERTY OPTIONS

     7760         R/W FIELD OPS, REG 3                       250.00                   .00

****352          PROPERTY OPTIONS       TOTAL                250.00                   .00
***414          PROPERTY NEGOTIATION    TOTAL                341.31                  5.00

   415          R/W RELOC ACTIV
    001          REGULAR WORK TIME

     7700         RIGHT OF WAY ADM                            23.67                  1.00

****001          REGULAR WORK TIME      TOTAL                 23.67                  1.00
***415          R/W RELOC ACTIV         TOTAL                 23.67                  1.00

   439          R/W FILE PROC CLERCL
    001          REGULAR WORK TIME

     7700         RIGHT OF WAY ADM                            13.82                  1.00

****001          REGULAR WORK TIME      TOTAL                 13.82                  1.00
***439          R/W FILE PROC CLERCL    TOTAL                 13.82                  1.00

   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC


****299          OBJ NOT ON SRC DOC     TOTAL                   .00                   .00
***899          ACTIV NOT ON SRC DOC    TOTAL                   .00                   .00

**             NO TITLE FOUND           TOTAL                378.80                  7.00
*R54239  000  T17SR01-ES18              TOTAL                378.80                  7.00
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10,044

9-19-91

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REPORT NO: FMBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE  851
                                                          HIGHWAY DIVISION                                     RUN 09/19/91  1:39
                                                       SUMMARY BILLING REPORT
                                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                          FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS
 0028-004 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F00475 AGREEMENT  BILLING PERIOD: 09/12/91 TO 09 18 91  HES -0028-004

    EA -  SUBJOB   EA-SUBJOB TITLE                               ST CLS
    ------------ ----------------------------------------------- -- ----

    C0201913-000 MCKENZ HWY @ GODARD CR BR                        02 C              140.72
    C0201913-010 MCKENZ HWY @ GODARD CR BR                        02 C                                  160.00
    C0201913-011 MCKENZ HWY @ GODARD CR BR                        02 C           40,970.22
   F00475                                                                     ----------------   ----------------
                                                     EXPENDITURE TOTAL           41,118.94  +           160.00  =        41,278.96
                                                                              ----------------   ----------------   ----------------
           EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:                   41,118.94  +           160.00  =        41,278.94
                                                                                                                    ================
  F00475-00 FEDERAL HIGHWAY                        37,007.04
            FHWA AUTHORIZED AMOUNT:           ~~37,152.00~~  NO: 32775      -00
            FHWA SHARE                                              PERCENT:        90.00%
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                  37,007.04                     =        37,007.04
                                                                                                                        37,007.04
            FHWA CURRENT BILLING AMOUNT                                                                         ----------------
                                                                                                                            0.00
                                                                              ----------------   ----------------   ================
  F00475 AGREEMENT                      EXPENDITURE TOTAL LESS: FHWA SHARE        4,111.90  +           160.00  =         4,271.90
                                                                                                                    ================
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REPORT NO: FMBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE  852
                                                          HIGHWAY DIVISION                                     RUN 09/19/91  1:39
                                                       SUMMARY BILLING REPORT
                                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                          FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS
 0028-004 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F00519 AGREEMENT  BILLING PERIOD: 09/12/91 TO 09 18 91  HES -0028-004

    EA -  SUBJOB   EA-SUBJOB TITLE                               ST CLS
    ------------ ----------------------------------------------- -- ----

    C0202537-000 MCKENZIE HWY@GODARD CRK BR                       03                853.04
    C0202537-011 MCKENZIE HWY@GODARD CRK BR                       03              9,694.39
    R54239  -000 T17SR01-ES18                                     03 C              376.00
   F00519                                                                     ----------------   ----------------
                                                     EXPENDITURE TOTAL           10,424.03  +             0.00  =        10,424.03
                                                                              ----------------   ----------------   ----------------
           EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:                   10,424.03  +             0.00  =        10,424.03
                                                                                                                    ================
  F00519-00 FEDERAL HIGHWAY                        9,381.62
            FHWA AUTHORIZED AMOUNT:           ~~16,200.00~~  NO: 32775      -00
            FHWA SHARE                                              PERCENT:        90.00%
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                   9,381.62                     =         9,381.62
                                                                                                                         9,381.62
            FHWA CURRENT BILLING AMOUNT                                                                         ----------------
                                                                                                                            0.00
                                                                              ----------------   ----------------   ================
  F00519 AGREEMENT                      EXPENDITURE TOTAL LESS: FHWA SHARE        1,042.41  +             0.00  =         1,042.41
                                                                                                                    ================
REPORT NO: FMBL015-1                  OREGON DEPARTMENT OF TRANSPORTATION                          PAGE  653
                                             HIGHWAY DIVISION                              RUN 09/19/91  1:39
                                          SUMMARY BILLING REPORT
                                                        -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                        FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS

 0028-004 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F03641 AGREEMENT  BILLING PERIOD: 09/12/91 TO 09 18 91  HES -0028-004

    EA -  SUBJOB    EA-SUBJOB TITLE                            ST CLS
    ------------ ----------------------------------------- -- ----

    C0201002-001 MCKEN HY@GODRD CR BR                          07                 17.04
    C10044  -001 MCKENZIE HWY @ GODDARD CR BR                  04 C           14,291.73
                                                                   -----------------  -----------------
   F03641                                       EXPENDITURE TOTAL         14,309.57 +              0.00 =        14,309.57
                                                                   -----------------  -----------------  -----------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:         14,309.57 +              0.00 =        14,309.57
                                                                                                          =================
                                        12,878.61
   F03641-00 FEDERAL HIGHWAY                       NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:    ~~14,590.00~~          PERCENT:         90.00%
             FHWA SHARE                                                   12,878.61                     =        12,878.61
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                 12,878.61
                                                                                                          -----------------
             FHWA CURRENT BILLING AMOUNT                                                                              0.00
                                                                                                          =================
                                                                   -----------------  -----------------
   F03641 AGREEMENT                 EXPENDITURE TOTAL LESS: FHWA SHARE     1,430.96 +              0.00 =         1,430.96
                                                                                                          =================
  ***********************************************************************************************************************
  141 FED. APPR: HAZ ELIMIN PROG                          TOTAL          448,677.34 +         11,261.67 =       451,939.01
  *          FHWA AUTHORIZED AMOUNT:        418,292.00
  *          FHWA SHARE                                                 396,609.59                      =       396,609.59
  *          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                396,609.59
  *                                                                                                        -----------------
  *          FHWA CURRENT BILLING AMOUNT                                                                              0.00
  ***********************************************************************************************************************

   0028-004 FEDERAL PROJECT                     EXPENDITURE TOTAL        448,677.34 +         11,261.67 =       451,939.01
  **         FHWA AUTHORIZED AMOUNT:        418,292.00
  **         FHWA SHARE                                                 396,609.59                      =       396,609.59
  **         LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                396,609.59
  **                                                                                                       -----------------
  **         FHWA CURR                                                                                                0.00
  **********                          ***************************************************************************************

REPORT NO: FMBL015-1                  OREGON DEPARTMENT OF TRANSPORTATION
                                             HIGHWAY DIVISION                              RUN 09/19/91  1:39
                                          SUMMARY BILLING REPORT
                                                        -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                        FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS

 0028-004 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F00433 AGREEMENT  BILLING PERIOD: 09/12/91 TO 09 18 91  HES -0028-004

    EA -  SUBJOB    EA-SUBJOB TITLE                            ST CLS
    ------------ ----------------------------------------- -- ----
                                                                                               +821.69
    C0201002-011 MCKEN H@GODRD CR BR                           07              1,368.93 -821.69
    C10044  -000 MCKENZIE H @ GODARD CR BR                     04 C           27,378.72
    C10044  -001 MCKENZIE HWY AT GODARD CR BRIDGE              04 C                                  7,424.62
    C10044  -010 MCKENZIE H @ GODARD CR BR                     04 C                                  3,677.05 +525
    C10044  -011 MCKENZIE H @ GODARD CR BR                     04 C          346,057.15 -525
                                                                   -----------------  -----------------
   F00433                                       EXPENDITURE TOTAL        374,824.80 +         11,101.67 =       385,926.47
                                                                   -----------------  -----------------  -----------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:      ~~374,824.80~~ +      ~~11,101.67~~ =       385,926.47
                                                                         373,478.11          12,448.36    =================
                                        336,130.29
   F00433-00 FEDERAL HIGHWAY                       NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:    ~~[illegible]~~        PERCENT:         90.00%
             FHWA SHARE                                                 337,342.32                      =       337,342.32
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                337,342.32
                                                                                                          -----------------
             FHWA CURRENT BILLING AMOUNT                                                                              0.00
                                                                                                          =================
                                                                   -----------------  -----------------
   F00433 AGREEMENT                 EXPENDITURE TOTAL LESS: FHWA SHARE    37,482.48 +         11,101.67 =        48,584.15
                                                                                                          =================
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→ 10,044

9-5-91

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REPORT NO: FMBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE  1001
                                                          HIGHWAY DIVISION                                      RUN 09/05/91  2:00
                                                        SUMMARY BILLING REPORT
                                                                     -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                     FHWA PARTICIPATING   NON-PARTICIPATING         CALCULATIONS

 0028-004 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F00475 AGREEMENT  BILLING PERIOD: 08/01/91 TO 09 04 91  HES -0028-004

    EA -  SUBJOB    EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------ -- ----

    C0201913-000 MCKENZ HWY @ GODARD CR BR                       02 C             148.72
    C0201913-010 MCKENZ HWY @ GODARD CR BR                       02 C                                 160.00
    C0201913-011 MCKENZ HWY @ GODARD CR BR                       02 C           40,970.22
                                                                     ------------------ ------------------
   F00475                                        EXPENDITURE TOTAL           41,118.94 +             160.00 =         41,278.94
                                                                     ------------------ ------------------ ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:           41,118.94 +             160.00 =         41,278.94
                                                                                                            ==================

   F00475-00 FEDERAL HIGHWAY                         NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         37,152.00          PERCENT:        90.00%
             FHWA SHARE                                                      37,007.04                      =         37,007.04
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                      37,007.04
                                                                                                            ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                   0.00
                                                                                                            ==================
                                                                     ------------------ ------------------
   F00475 AGREEMENT                      EXPENDITURE TOTAL LESS: FHWA SHARE   4,111.90 +             160.00 =          4,271.90
                                                                                                            ==================
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REPORT NO: FMBL815-1                              OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE  1002
                                                          HIGHWAY DIVISION                                      RUN 09/05/91  2:00
                                                        SUMMARY BILLING REPORT
                                                                     -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                     FHWA PARTICIPATING   NON-PARTICIPATING         CALCULATIONS

 0028-004 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F00519 AGREEMENT  BILLING PERIOD: 08/01/91 TO 09 04 91  HES -0028-004

    EA -  SUBJOB    EA-SUBJOB TITLE                              ST CLS
    ------------ ------------------------------------------ -- ----

    C0202537-000 MCKENZIE HWY@GODARD CRK BR                      03                 350.84
    C0202537-011 MCKENZIE HWY@GODARD CRK BR                      03               9,694.39
    R54239  -000 T17SR01-ES18                                    03 C               378.80
                                                                     ------------------ ------------------
   F00519                                        EXPENDITURE TOTAL           10,424.03 +               0.00 =         10,424.03
                                                                     ------------------ ------------------ ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:           10,424.03 +               0.00 =         10,424.03
                                                                                                            ==================

   F00519-00 FEDERAL HIGHWAY                         NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         16,200.00          PERCENT:        90.00%
             FHWA SHARE                                                       9,381.62                      =          9,381.62
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                       9,381.62
                                                                                                            ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                   0.00
                                                                                                            ==================
                                                                     ------------------ ------------------
   F00519 AGREEMENT                      EXPENDITURE TOTAL LESS: FHWA SHARE   1,042.41 +               0.00 =          1,042.41
                                                                                                            ==================
REPORT NO: FMBL815-1                          OREGON DEPARTMENT OF TRANSPORTATION                                 PAGE  1003
                                                        HIGHWAY DIVISION                                    RUN 09/05/91  2:00
                                                      SUMMARY BILLING REPORT

                                                                     -------------EXPENDITURE TOTAL--------  ---------BILLING---
                                                                     FHWA PARTICIPATING   NON-PARTICIPATING         CALCULATIONS
 0028-004 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F03641 AGREEMENT  BILLING PERIOD: 08/01/91 TO 09 06 91  HES -0028-004

    EA -  SUBJOB    EA-SUBJOB TITLE                             ST CLS
    ------------ ------------------------------------------ -- ----

    C0201002-001 MCKEN HY@GODRD CR BR                          07                      17.84
    C10044  -001 MCKENZIE HWY @ GODDARD CR BR                  04 C                14,291.73
                                                                           ------------------  ------------------
   F03641                                               EXPENDITURE TOTAL           14,309.57  +               0.00  =         14,309.57
                                                                           ------------------  ------------------  ------------------
                EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:                 14,309.57  +               0.00  =         14,309.57
                                                                                                                       ==================

   F03641-00 FEDERAL HIGHWAY                            NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         14,598.00           PERCENT:             90.00%
             FHWA SHARE                                                           12,878.61                        =         12,878.61
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                              12,878.61
                                                                                                                       ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                           0.00
                                                                                                                       ==================
                                                                           ------------------  ------------------
   F03641 AGREEMENT                         EXPENDITURE TOTAL LESS: FHWA SHARE       1,430.96  +               0.00  =          1,430.96
                                                                                                                       ==================
 *****************************************************************************************************************************
  141 FED. APPR: HAZ ELIMIN PROG                                  TOTAL            440,677.34  +          11,261.67  =        451,939.01
 *           FHWA AUTHORIZED AMOUNT:        418,292.00
 *           FHWA SHARE                                                            396,609.59                        =        396,609.59
 *           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                             396,609.59
 *                                                                                                                     ------------------
 *           FHWA CURRENT BILLING AMOUNT                                                                                           0.00
 *****************************************************************************************************************************
  0028-004 FEDERAL PROJECT                            EXPENDITURE TOTAL            440,677.34  +          11,261.67  =        451,939.01
 **          FHWA AUTHORIZED AMOUNT:        418,292.00
 **          FHWA SHARE                                                            396,609.59                        =        396,609.59
 **          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                             396,609.59
 **                                                                                                                    ------------------
 **          FHWA CURRENT BILLING AMOUNT                                                                                           0.00
 *****************************************************************************************************************************
```

```
FMLN120             AGREEMENT TABLE MAINTENANCE/INQUIRY                10/02/89

FUNCTION: C V=VIEW  A=ADD  C=CHANGE  D=DELETE  P=PRINT  R=RECALL TRANS
            E=VIEW BATCH ERRORS

AGENCY         : 02    AGREEMENT-NUMBER : F00519    AGREEMENT-SUFFIX : 00
AGREEMENT-TYPE : D     START-DATE       : 09 19 84  END-DATE         : 12 11 87
                                               FHWA-FINAL-VOUCH-DATE :
DESCRIPTION    :

                           *** BILLING-DATA ***
AUTH-AMOUNT    :               CYCLE    :      SOURCE    :
AUTH-PERCENT   :               BILL-METH:      AGCY-SRCE :
AUTH-AMOUNT-IND:               ADV-DEP  :      APPN-GRANT:
VENDOR-NUMBER  :               VEND-SUF :      PROJECT-ID:
CE-LIMIT       :               PART-IND :

                         *** REFERENCE SEGMENT ***    CREATE DATE:
EA :          SUBJOB:     UNIT:      OVHD-PCT:        LAST UPDATE: 10/02/89
                                     OVHD-TC :        LAST OPID  : 20LS
                                                      LAST AUTH  :
CLEAR=LOGOFF  PF1=ENTER/RETAIN  PF2=DELETE TRANS
PF3=RETURN    PF7=BACKWARD      PF8=FORWARD        PF11=MENU
```

10/02/89

10-2-89

10,044 8-11-88

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT

Payable to: Eugene Water + Electric Bd.
PO BOX 10148
Eugene OR 97440

Project No.: HES 28 (4)

Hwy. Agr. No.:

Contract No.:

Project: Power line relocation - McKenzie H/W at Godard Creek

Estimate No.: 1

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
5/13/88	Dated letter			6535.—
	Totals			
	Retained ___ %			
	Total Payments			6535.—

Approved by:

Prepared by: Linda Hanson

Common Data Elements

Doc. No. RW 01042

08 11 88
Month Day Year

Agency 02 Vendor # 900542 Suf. 00 Ref. Doc./Suf. Check No.

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	HSA Code	RPI
01	100	C10044	011	7783	206	336		Dated 5/13/88	6535.—		SF 01	
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1339 (7/5/85)

EUGENE WATER & ELECTRIC BOARD

500 EAST 4TH AVE. - P.O. BOX 10148 - EUGENE, OR 97440-2148 - 503-484-2411

CAMILLA P. PRATT
JAMES E. REINMUTH
RANDALL E. THWING

JEAN REEDER, Gen. Mgr.

10,014

May 13, 1988

John Christopherson
Utility Coordinator
Oregon State Department of Transportation
P.O. Box 1128
Roseburg, OR 97470

Subject: Billing for aerial power line relocation - McKenzie Highway at Godard Creek
Reference: OSDT Project No. HES-28(4) and EWEB drawing D-13985-80

Dear John,

Please find enclosed a relocation-modification agreement and cost sheets for costs associated with work Eugene Water & Electric Board (EWEB) performed to clear construction conflicts with the McKenzie Highway improvements at Godard Creek.

Consider the agreement as invoice for the amount of ~~$6642.00~~ $6535. This cost is an estimated cost for work required to relocate facilities for which EWEB had easement outside of highway right of way. This cost includes the following components:

- original value of facilities less depreciation
- cost to remove facilities
- facility salvage value (credit)
- difference between value of facilities in new location (clear conflicts) and present day replacement value for facilities as constructed in EWEB easement.

Due to the formula used to determine these costs, it would be very difficult to assess actual costs as you have requested. Hopefully, the material I have furnished will be adequate for your records.

Please submit the amount of $6642.00 with a copy of the signed agreement.

If I can be of assistance, don't hesitate to call me.

Sincerely,

Joe Barry

Joe Barry
Electric Distribution Technician III

JB/kb/jn

ROSEBURG REGION
RECEIVED
MAY 9

RE	RCE	RME		
RDS	RTS	ATS		RAS
RPR	GEO	RBI	RAS	RSR
				RPA

EUGENE WATER & ELECTRIC BOARD
AGREEMENT
RELOCATION-MODIFICATION OF FACILITIES

Date of Application May 16, 1988

Oregon State Hwy. Department requested the Eugene Water & Electric Board to: Relocate existing electrical distribution facilities to eliminate

conflict with State Highway widening Project No. HES-28(4)
It is understood the installation was done according to Eugene Water & Electric Board's published policies and procedures.

Oregon State Hwy. Dept. agrees to pay the Eugene Water & Electric Board payment of ~~$6,642~~ $6,535 Dollars for relocation-modification of the Board's facilities.

Location of Request McKenzie Hiwghway at Godard Creek

(approximately 6 miles east of Walterville)

Remarks Existing facilities are within existing EWEB easement

(Doc. #4483)

EWEB Drawing # D-13985-80 IR# 7727

Customer Authorization By
Signature

6-2-88
Date

EUGENE WATER & ELECTRIC BOARD'S APPROVAL

Accepted By
Signature

Date

approved for
Lump Sum Payment
of $6535.00
6-2-88

Job Chief Buzalsky/Barry

10,044

5

April 26, 1988

CON 5 - 10,044

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

On May 6, 1987, we wrote to you concerning release of final payment on Contract No. 10,044 awarded to Gervais Construction, Inc. for work on the McKenzie Highway at Godard Creek Bridge in Lane County.

Our Accounting Division has now notified us that the final payment on this contract was $6,998.61 and the total contract amount was $328,496.68 including $4,379.03 for work performed under force account. A post-final payment in the amount of $2,700 was also made last year. This increased the total amount paid on the contract to $331,196.68 including the post-final payment.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Gervais Construction, Inc.
5030 Rockdale
Brooks, OR 97305

bc: C. O. Fredrickson
Walt Hart
James Gix
Hwy. Acctg.

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 12/4/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. HES-28(4)
COMPLETION DATE (Actual) 7/23/86	ACCEPTANCE DATE BY CONRTACT AGENCY 4/24/87	TIME ELAPSED 285 %	CONTRACT TIME 140 CD

LOCATION

Mc Kenzie Hwy @ Godard Creek Bridge

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Work completed under this project consisted of construction of a 16' long by 36' wide concrete bridge and paving approaches.

The final estimated cost of this project is $391,860.12 which includes $274,861.27 for original bid item work, $52,783.85 for work completed under approved price agreements, $827.47 credit for a price reduction for non spec class "C" AC, $4,379.03 for extra work orders, $163.44 for State force work and $60,500.00 for construction engineering.

A total of 184 calendar days were used in completing the work as compared to the 140 calendar days allowed under the contract. Extensions totaling 44 days were approved on 6/26/86 and 8/27/87. With approved holiday and winter shutdowns the contract was completed within the allowed time. Therefore, no liquidated damages were assessed.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements with the exception of the non spec class "C" AC for which a $827.47 assessment was made.

A statement of overruns and underruns is attached to the Division Office copy of this report.

- RRA -

NOTED
W. E. SCHWARTZ Cy
12/15

RECEIVED
STATE HWY ENGR
DEC 11 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 12/10/87	TITLE District Engineer	DATE 12/11/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,044 3-7-87

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Right Of Way Plans

STATE OF

DEPARTMENT OF T

STATE HIGHWA

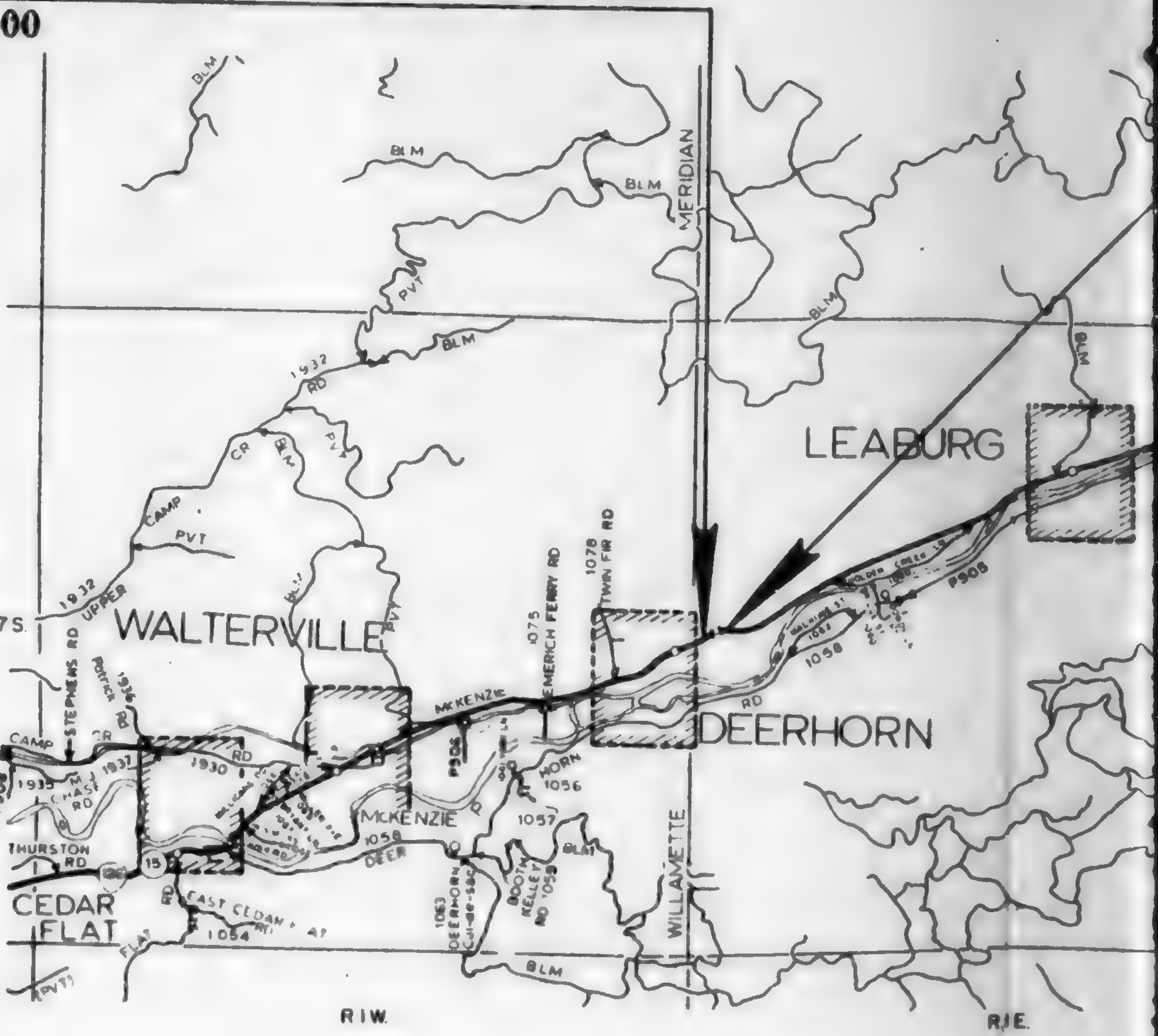
PLANS FOR PROPO

RIGHT OF

McKENZIE HWY. AT GODA

McKENZIE H

LANE COU
AUGUST,



BEGINNING OF PROJECT HES-28(4)
STA. 103 + 00

MERIDIAN
LEABURG
WALTERVILLE
DEERHORN
CEDAR FLAT
McKENZIE
T.17S.
R1W.
R1E.
WILLAMETTE
BLM
PVT
CAMP CR
1932 UPPER
1932 RD
STEPHENS RD
CAMP CR RD
1935
CHASE RD
THURSTON RD
1930 RD
1937
EAST CEDAR FLAT RD
1054
McKENZIE
1058
DEER HORN RD
1056
1057
P306
P308
P505
1075 EMERICH FERRY RD
1078 TWIN FIR RD
1063 DEERHORN Cul-de-sac
BOOTH KELLEY RD 1059
15
RD

LEGEND

- Township or Range Line
- Section Line
- Quarter Section Line
- Sixteenth Section Line
- Property Line
- Access Control Line
- (FC) Farm Crossing
- Ⓐ Access
- (PA) Private Access
- (PL) Private Access Limited
- (CA) Commercial Access
- (CL) Commercial Access Limited
- (RA) Restricted Access
- Ⓞ Overcrossing
- Ⓤ Undercrossing
- (SA) Special Access

Scale 0

IRV-620

McKENZIE HWY. AT GODARD CR. BRIDGE SEC. McKENZIE HIGHWAY LANE COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	HES-28(4)		2

OF OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

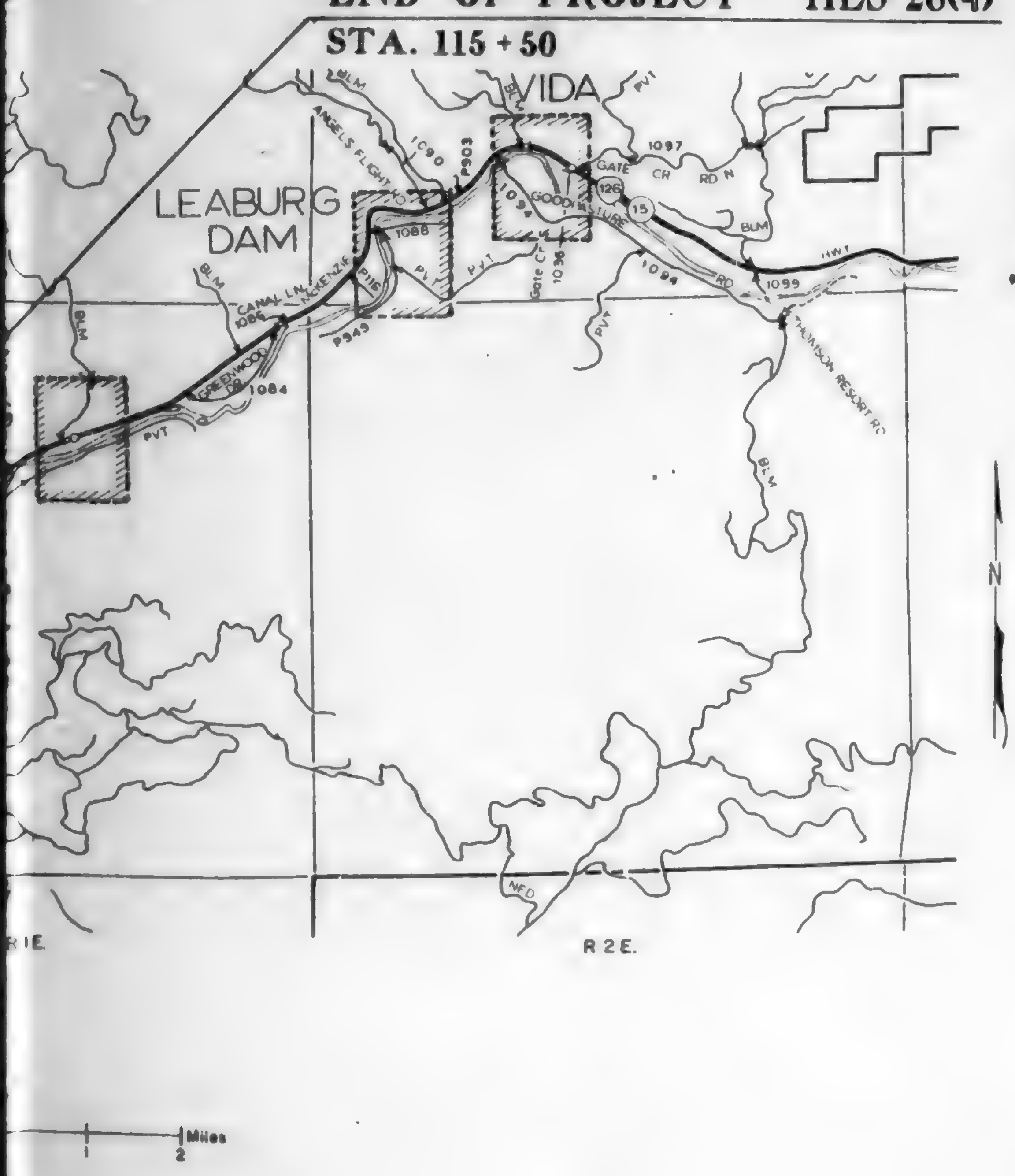
HT OF WAY

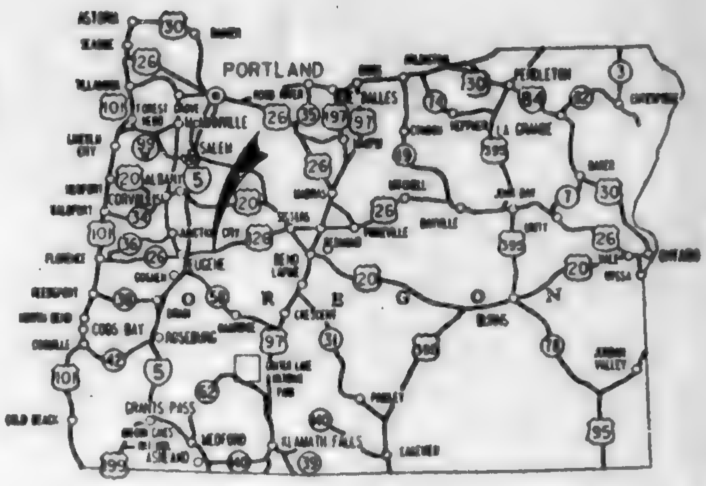
ODARD CR. BRIDGE SECTION

ZIE HIGHWAY

E COUNTY

GUST, 1987


END OF PROJECT HES-28(4)
STA. 115 + 50
VIDA
LEABURG DAM
BLM
ANGELS FLIGHT
1090
P903
1097
GATE CR RD N
GOODPASTURE
126
15
1088
P916
McKENZIE
CANAL LN
1086
GREENWOOD
1084
PVT
P945
Gate Cr
1096
1094
RD
1099
HWY
THOMSON RESORT RD
NFD
R1E.
R2E.
N
1
2
Miles


PORTLAND
SALEM
EUGENE
O R E G O N
MEDFORD
KLAMATH FALLS
GRANTS PASS
ASHLAND
COOS BAY
ROSEBURG
PENDLETON
LA GRANDE
BAKER
BURNS
ONTARIO
5
26
30
97
20
395
95
101

OREGON TRANSPORTATION COMMISSION

Michael P. Hollern CHAIRMAN
John Whitty VICE CHAIRMAN
David F. Bolender COMMISSIONER
Cynthia J. Ford COMMISSIONER

Robert N. Bothman DIRECTOR OF TRANSPORTATION

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
OCTOBER ..., 1970
DONALD R. ADAMS
1714

3660
MAY 7, 1954
L. W. RULLEN

4061
JULY 9, 1962
DONALD R. ADAMS

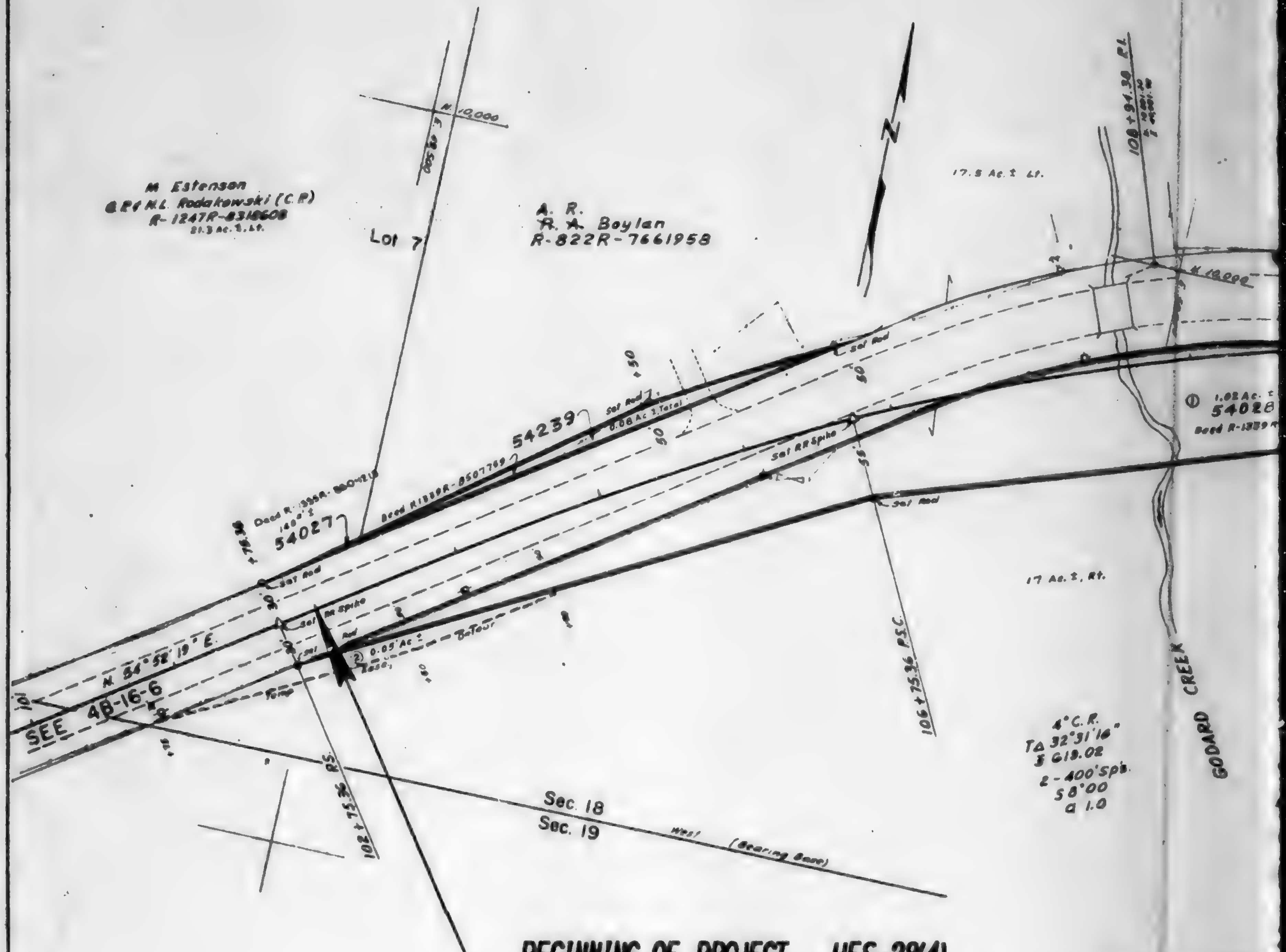
L. W. Rullen
STATE HIGHWAY ENGINEER

Donald R. Adams
ASSISTANT STATE HIGHWAY ENGINEER

8-17-87
DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED John R. Wichman 10/7/87
~~FIELD OPERATIONS ENGINEER~~ DATE
Division R/W Officer


M Estenson
G.R. & M.L. Rodakowski (C.R.)
R-1247R-8318608
21.3 Ac. ± Lt.
Lot 7
N. 10,000
A. R.
~~R. A.~~ Boylan
R-822R-7661958
N
17.5 Ac. ± Lt.
108+91.38 P.L.
N. 10,000
Deed R-1355R-8804213
140'±
54027
Deed R-1330R-8507759
54239
Set Rod
0.08 Ac ± Total
Set Rod
Set Rod
Set RR Spike
Set RR Spike
Set Rod
Set Rod
2 0.05 Ac ±
Detour
Temp
Set Rod
① 1.02 Ac. ±
54028
Deed R-1339
N 54°58'19" E.
101
SEE 48-16-6
102+75.36 P.S.
106+75.36 P.S.C.
17 Ac. ±, Rt.
4° C.R.
T△ 32°31'16"
$ 613.02
2-400' Sp's.
S 8°00
a 1.0
GODARD CREEK
Sec. 18
Sec. 19
West (Bearing Base)
SCALE
0
50
100
150

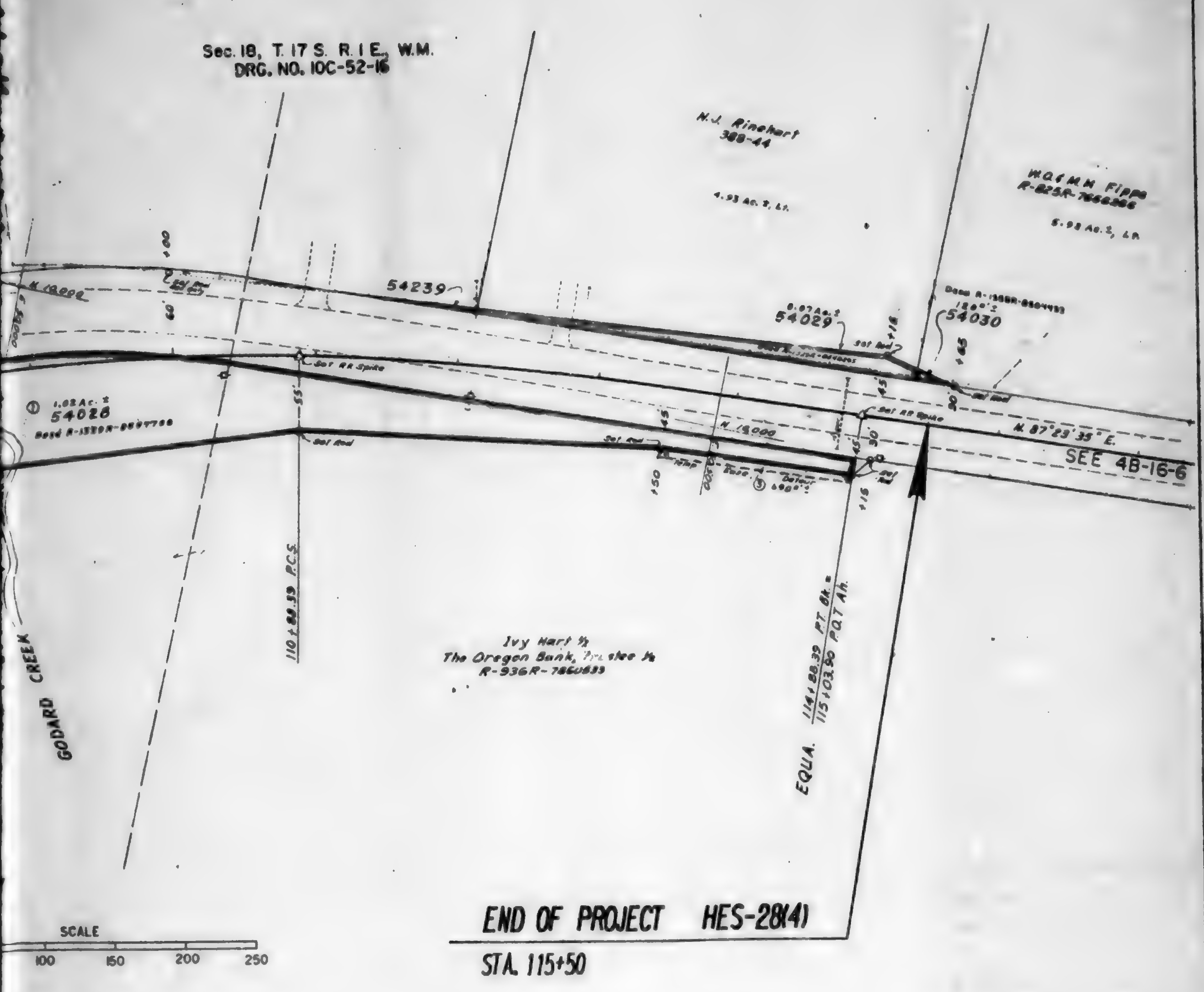
BEGINNING OF PROJECT HES-28(4)

STA. 103+00

IRV-620

McKENZIE HWY. AT GODARD CR. BRIDGE SEC.
McKENZIE HIGHWAY
LANE COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IC	OREGON	HES-28(4)		2	2


Sec. 18, T. 17 S. R. I E., W.M.
DRG. NO. IOC-52-16
N.J. Rinehart
388-44
4.93 Ac. ±, Lt.
W.Q.&M.M. Fipps
R-825R-7866266
5.93 Ac. ±, Lt.
54239
0.07 Ac. ±
54029
Deed R-1388R-8804493
126□'±
54030
① 1.02 Ac. ±
54028
Deed R-1330R-8897700
Set RR Spike
Set Rod
Set RR Spike
N. 87°23'35" E.
N. 12,000
SEE 4B-16-6
Detour
110+88.39 P.C.S.
Ivy Hart ½
The Oregon Bank, Trustee ½
R-936R-7860633
EQUA. 114+88.39 P.T. Bk. = 115+03.90 P.O.T. Ah.
GODARD CREEK
SCALE
100
150
200
250
END OF PROJECT HES-28(4)
STA. 115+50

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 23 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,044

Date: September 25, 1987

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Cam Gilmour, Manager
Program Section

Subject: Project No. HES-28(4)
McKenzie Highway @ Godard Cr. Bridge Section
McKenzie Highway
Lane County

Enclosed for your approval are two copies of final Right-of-way Plan Sheets, Nos. 1 and 2, for the above titled project. Please return one approved copy of each for our records.

RDF:bkb
Enc.
cc: Don Aman

DATE: 1-20-87

NEED Right-of-Way Plans For:

~~Project: McKenzie Hwy. @ Godard Creek~~
Bridge Section

Highway: McKenzie

County: Lane County 20

Project No.: HES-28(4)

Beginning of Project Sta. 103+00

End of Project Sta. 115+50 F 517

Right-of-Way
Map No.: 10C-52-16

Construction Plan No.: 18V-226 (Contract No. 10044)

Prefix: C020-2537-011-910

File No.: 54027 Thru 54030 And 54239

10,044

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS EST**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

SPECIFIED COMPLETION	EXTENSION	APPROV
A) 140 CD	44 CD	08-27-
B)		
C)		

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	J GIX REGN ENGR						
00002	CHARLES F HEMENWAY						
001	MOBILIZATION	LUMP SUM	200000000	100000	2000000	100000	2000000
002	TEMP PROTECTION AND DIR OF TRAFFIC	LUMP SUM	35000000	100000	350000	95000	332500
002	TEMP PROTECTION AND DIR OF TRAFFIC	LUMP SUM	35000000			5000	17500
	ITEM TOTAL	002		100000	350000	100000	350000
003	TEMPORARY SIGNS	SQ FT	110000	303000	333300	226670	249337
003	TEMPORARY SIGNS	SQ FT	110000			11930	13123
	ITEM TOTAL	003		303000	333300	238600	262460
004	TEMPORARY BARRICADES	EACH	850000	13000	110500	12350	104975
004	TEMPORARY BARRICADES	EACH	850000			650	5525
	ITEM TOTAL	004		13000	110500	13000	110500
005	TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	140000	175000	245000	273125	382375

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
WORK DONE TO:

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL
ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
100000	2000000	100000	2000000			11		
95000	332500	95000	332500			11		
5000	17500	5000	17500			81		
100000	350000	100000	350000					
226670	249337	226670	249337			11		
11930	13123	11930	13123			81		
238600	262460	238600	262460					
12350	104975	12350	104975			11		
650	5525	650	5525			81		
13000	110500	13000	110500					
273125	382375	273125	382375			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS EST**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY	MCKENZIE
COUNTY	LANE
TYPE WORK	GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPRO
A)	140 CD	44 CD	08-27
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
005	TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	140000			14375	20125
	ITEM TOTAL	005		175000	245000	287500	40250
006	TEMPORARY PLASTIC SAFETY MARKERS	EACH	700000	20000	140000	15200	10640
006	TEMPORARY PLASTIC SAFETY MARKERS	EACH	700000			800	5600
	ITEM TOTAL	006		20000	140000	16000	11200
007	TEMPORARY REFLECTIVE PAVEMNT MARKERS	EACH	80000	50000	40000	47500	38000
007	TEMPORARY REFLECTIVE PAVEMNT MARKERS	EACH	80000			2500	2000
	ITEM TOTAL	007		50000	40000	50000	4000
008	FLAGGERS	HOUR	180000	300000	540000	285000	513000
008	FLAGGERS	HOUR	180000			15000	27000
	ITEM TOTAL	008		300000	540000	300000	540000
00899	ROADWORK						
009	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	10000000	100000	100000	95000	95000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
14375	20125	14375	20125			81		
287500	402500	287500	402500					
15200	106400	15200	106400			11		
800	5600	800	5600			81		
16000	112000	16000	112000					
47500	38000	47500	38000			11		
2500	2000	2500	2000			81		
50000	40000	50000	40000					
285000	513000	285000	513000			11		
15000	27000	15000	27000			81		
300000	540000	300000	540000					
						11		
95000	95000	95000	95000			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS ESTI**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	MCKENZIE	A) 140 CD	44 CD	08-27-
		B)		
COUNTY	LANE	C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
009	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	10000000			5000	5000
	ITEM TOTAL	009		100000	100000	100000	100000
010	EMBANKMENT IN PLACE	CU YD	95000	4505000	4279750	3885215	3690954
010	EMBANKMENT IN PLACE	CU YD	95000			204485	194261
	ITEM TOTAL	010		4505000	4279750	4089700	3885215
011	FINISHING ROADBED AND SLOPES	LUMP SUM	80000000	100000	800000	95000	760000
011	FINISHING ROADBED AND SLOPES	LUMP SUM	80000000			5000	40000
	ITEM TOTAL	011		100000	800000	100000	800000
012	TREATED BASE	TON	142800	3550000	5069400	2940180	4198577
012	TREATED BASE	TON	142800			154750	220983
	ITEM TOTAL	012		3550000	5069400	3094930	4419560
013	AGGREGATE SHOULDERS	TON	100000	850000	850000	1146490	1146490
013	AGGREGATE SHOULDERS	TON	100000			60340	60340
	ITEM TOTAL	013		850000	850000	1206830	1206830
014	CLASS C ASPHALT CONCRETE	TON	310000	1250000	3875000	1460310	4526961

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81-734-3498 REV. 8-85

EXTENSION CD

APPROVED 08-27-87

USED 184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
			86/00/07		86/00/00			
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
5000	5000	5000	5000			81		
100000	100000	100000	100000					
3885215	3690954	3885215	3690954			11		
204485	194261	204485	194261			81		
4089700	3885215	4089700	3885215					
95000	760000	95000	760000			11		
5000	40000	5000	40000			81		
100000	800000	100000	800000					
2940180	4198577	2940180	4198577			11		
154750	220983	154750	220983			81		
3094930	4419560	3094930	4419560					
1146490	1146490	1146490	1146490			11		
60340	60340	60340	60340			81		
1206830	1206830	1206830	1206830					
1460310	4526961	1460310	4526961			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS ESTIM**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	140 CD	44 CD	08-27-87
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
014	CLASS C ASPHALT CONCRETE	TON	310000			76860	238266
	ITEM TOTAL	014		1250000	3875000	1537170	4765227
015	12-INCH CULVERT PIPE	LIN FT	250000	28000	70000	26600	66500
015	12-INCH CULVERT PIPE	LIN FT	250000			1400	3500
	ITEM TOTAL	015		28000	70000	28000	70000
016	GUARD RAIL TYPE 2A	LIN FT	170000	225000	382500	213750	363375
016	GUARD RAIL TYPE 2A	LIN FT	170000			11250	19125
	ITEM TOTAL	016		225000	382500	225000	382500
017	GUARD RAIL TYPE 3	LIN FT	310000	100000	310000	95000	294500
017	GUARD RAIL TYPE 3	LIN FT	310000			5000	15500
	ITEM TOTAL	017		100000	310000	100000	310000
018	GUARD RAIL ANCHORS TYPE 1	EACH	3500000	4000	140000	3800	133000
018	GUARD RAIL ANCHORS TYPE 1	EACH	3500000			200	7000
	ITEM TOTAL	018		4000	140000	4000	140000
019	RAIL END PIECES TYPE C	EACH	800000	4000	32000	3800	30400

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3498 REV. 8-85

EXTENSION
CD

APPROVED
08-27-87

USED
184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004

WORK DONE TO:

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

ESTIMATED DATE
OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
76860	238266	76860	238266			81		
1537170	4765227	1537170	4765227					
26600	66500	26600	66500			11		
1400	3500	1400	3500			81		
28000	70000	28000	70000					
213750	363375	213750	363375			11		
11250	19125	11250	19125			81		
225000	382500	225000	382500					
95000	294500	95000	294500			11		
5000	15500	5000	15500			81		
100000	310000	100000	310000					
3800	133000	3800	133000			11		
200	7000	200	7000			81		
4000	140000	4000	140000					
3800	30400	3800	30400			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS ESTI**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	140 CD	44 CD	08-27-8
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
019	RAIL END PIECES TYPE C	EACH	800000			200	1600
	ITEM TOTAL	019		4000	32000	4000	32000
020	TYPE 2 FENCE	LIN FT	25000	1500000	375000	2319900	579975
020	TYPE 2 FENCE	LIN FT	25000			122100	30525
	ITEM TOTAL	020		1500000	375000	2442000	610500
021	22'X48" DOUBLE GATES	EACH	4000000	1000	40000	950	38000
021	22'X48" DOUBLE GATES	EACH	4000000			050	2000
	ITEM TOTAL	021		1000	40000	1000	40000
022	EXTRA FOR ASPHALT APPROACHES	EACH	1250000	10000	125000	9500	118750
022	EXTRA FOR ASPHALT APPROACHES	EACH	1250000			500	6250
	ITEM TOTAL	022		10000	125000	10000	125000
023	LOOSE RIPRAP CLASS 50	CU YD	270000	40000	108000	26170	70659
023	LOOSE RIPRAP CLASS 50	CU YD	270000			1380	3726
	ITEM TOTAL	023		40000	108000	27550	74385
024	DELINEATORS TYPE 2	EACH	220000	10000	22000	9500	20900

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
WORK DONE TO:

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL
ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE		TO COMPLETE		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
		86/00/07		86/00/00				
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
200	1600	200	1600			81		
4000	32000	4000	32000					
2319900	579975	2319900	579975			11		
122100	30525	122100	30525			81		
2442000	610500	2442000	610500					
950	38000	950	38000			11		
050	2000	050	2000			81		
1000	40000	1000	40000					
9500	118750	9500	118750			11		
500	6250	500	6250			81		
10000	125000	10000	125000					
26170	70659	26170	70659			11		
1380	3726	1380	3726			81		
27550	74385	27550	74385					
9500	20900	9500	20900			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS EST**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROV
HIGHWAY	MCKENZIE	A) 140 CD	44 CD	08-27-
COUNTY	LANE	B)		
		C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
024	DELINEATORS TYPE 2	EACH	220000			500	1100
	ITEM TOTAL	024		10000	22000	10000	22000
025	DELINEATORS TYPE 4	EACH	120000	4000	4800	3800	4560
025	DELINEATORS TYPE 4	EACH	120000			200	240
	ITEM TOTAL	025		4000	4800	4000	4800
026	SINGLE MAILBOX SUPPORTS	EACH	1750000	2000	35000	3000	52500
027	SEEDING FERTILIZING AND MULCHING	ACRE	12500000	1000	125000	1050	131250
027	SEEDING FERTILIZING AND MULCHING	ACRE	12500000			050	6250
	ITEM TOTAL	027		1000	125000	1100	137500
02799	STRUCTURE						
028	BRIDGE REMOVAL WORK	LUMP SUM	65000000	100000	650000	95000	617500
028	BRIDGE REMOVAL WORK	LUMP SUM	65000000			5000	32500
	ITEM TOTAL	028		100000	650000	100000	650000
02899	ALTERNATE A						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81-734-3498 REV. 8-85

EXTENSION CD

APPROVED 08-27-87

USED 184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
500	1100	500	1100			81		
10000	22000	10000	22000					
3800	4560	3800	4560			11		
200	240	200	240			81		
4000	4800	4000	4800					
3000	52500	3000	52500			11		
1050	131250	1050	131250			11		
050	6250	050	6250			81		
1100	137500	1100	137500					
						11		
95000	617500	95000	617500			11		
5000	32500	5000	32500			81		
100000	650000	100000	650000					
						11		

OREGON STATE HIGHWAY DIVISION

09/11/87

PROGRESS ES

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPRO
HIGHWAY	MCKENZIE	A) 140 CD	44 CD	08-27
COUNTY	LANE	B)		
		C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
029	SHORING CRIBBING ETC	LUMP SUM					
030	STRUCTURE EXCAVATION	CU YD					
031	STRUCTURE EXCAVATNS BELOW ELEVATNS SHOWN	CU YD					
032	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM					
033	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM					
034	REINFORCEMENT	LUMP SUM					
035	COATED REINFORCEMENT	LUMP SUM					
036	METAL RAIL WITH TUBING	LIN FT					
037	MEMBRANE WATERPROOFING	SQ YD					

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 07

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
						11		
						11		
						11		
						11		
						11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS ESTIM**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE

HIGHWAY MCKENZIE

COUNTY LANE

TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVED
A)	140 CD	44 CD	08-27-8
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
03799	ALTERNATE B						
038	SHORING CRIBBING ETC						
		LUMP SUM	65000000	100000	650000	95000	617500
038	SHORING CRIBBING ETC						
		LUMP SUM	65000000			5000	32500
	ITEM TOTAL	038		100000	650000	100000	650000
039	STRUCTURE EXCAVATION						
		CU YD	150000	190000	285000	288800	433200
039	STRUCTURE EXCAVATION						
		CU YD	150000			15200	22800
	ITEM TOTAL	039		190000	285000	304000	456000
040	STRUC EXC BELOW						
	ELEVA SHOWN	CU YD	250000	20000	50000	116000	290000
040	STRUC EXC BELOW						
	ELEVA SHOWN	CU YD	250000			6100	15250
	ITEM TOTAL	040		20000	50000	122100	305250
041	STRUCTURAL CONCRETE						
	CLASS 3300	LUMP SUM	230000000	100000	2300000	95000	2185000
041	STRUCTURAL CONCRETE						
	CLASS 3300	LUMP SUM	230000000			5000	115000
	ITEM TOTAL	041		100000	2300000	100000	2300000
042	REINFORCEMENT						
		LUMP SUM	56700000	100000	567000	95000	538650

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 08

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICI-PATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
95000	617500	95000	617500			11		
5000	32500	5000	32500			81		
100000	650000	100000	650000					
288800	433200	288800	433200			11		
15200	22800	15200	22800			81		
304000	456000	304000	456000					
116000	290000	116000	290000			11		
6100	15250	6100	15250			81		
122100	305250	122100	305250					
95000	2185000	95000	2185000			11		
5000	115000	5000	115000			81		
100000	2300000	100000	2300000					
95000	538650	95000	538650			11		

OREGON STATE HIGHWAY DIVISION

09/11/87

PROGRESS ESTI

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	MCKENZIE	A) 140 CD	44 CD	08-27-8
		B)		
COUNTY	LANE	C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
042	REINFORCEMENT	LUMP SUM	56700000			5000	28350
	ITEM TOTAL	042		100000	567000	100000	567000
043	4'X15'/20' PRESTRESSED SLABS	EACH	13700000	9000	1233000	8550	1171350
043	4'X15'/20' PRESTRESSED SLABS	EACH	13700000			450	61650
	ITEM TOTAL	043		9000	1233000	9000	1233000
044	METAL RAIL WITH TUBING	LIN FT	550000	50000	275000	47500	261250
044	METAL RAIL WITH TUBING	LIN FT	550000			2500	13750
	ITEM TOTAL	044		50000	275000	50000	275000
045	MEMBRANE WATERPROOFING	SQ YD	80000	68000	54400	64600	51680
045	MEMBRANE WATERPROOFING	SQ YD	80000			3400	2720
	ITEM TOTAL	045		68000	54400	68000	54400
	TOTALS FOR ORIG. CONTRACT				26566650		27486127
	PRICE AGREEMENTS						
3001A	6" BACKFILL	TON	110000			1179843	1297827

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 09

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
5000	28350	5000	28350			81		
100000	567000	100000	567000					
8550	1171360	8550	1171360			11		
450	61650	450	61650			81		
9000	1233000	9000	1233000					
47500	261250	47500	261250			11		
2500	13750	2500	13750			81		
50000	275000	50000	275000					
64600	51680	64600	51680			11		
3400	2720	3400	2720			81		
68000	54400	68000	54400					
	27486127		27486127					
1179843	1297827	1179843	1297827			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS ESTI**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	140 CD	44 CD	08-27-8
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3001A	6" BACKFILL						
		TON	110000			62097	68307
	ITEM TOTAL	3001A				1241940	1366134
3001B	4 SACK FILL CONCRETE						
		CU YD	1250000			85253	1065663
3001B	4 SACK FILL CONCRETE						
		CU YD	1250000			4487	56088
	ITEM TOTAL	3001B				89740	1121751
3001C	INCR BI #39 & 40						
3002A	ADDITIONAL FLAGGING						
		HOUR	168500			285000	480225
3002A	ADDITIONAL FLAGGING						
		HOUR	168500			15000	25275
	ITEM TOTAL	3002A				300000	505500
3003A	INC BI 20						
3004A	FURN & INSTALL GATE						
		EACH	3500000			1000	35000
3005A	ADDITIONAL EXCAVATION						
		LUMP SUM	225000000			100000	2250000
	SUB-TOTAL P. A.						5278385

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 10

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
62097	68307	62097	68307			81		
1241940	1366134	1241940	1366134					
85253	1065663	85253	1065663			11		
4487	56088	4487	56088			81		
89740	1121751	89740	1121751					
						11		
285000	480225	285000	480225			11		
15000	25275	15000	25275			81		
300000	505500	300000	505500					
						11		
1000	35000	1000	35000			11		
100000	2250000	100000	2250000			11		
	5278385		5278385					

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS EST**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROV
A)	140 CD	44 CD	08-27-
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	ADJUSTMENTS						
6001A	LIQUIDATED DAMAGES	DAY	-1500000			44000	-660000
6002A	NON SPEC AC MIX APP 6-26-86	LUMP SUM	-19511000				
6003A	TIME EXTENSION APP 6-26-86	DAY	1500000			26000	390000
6004A	PRICE RED NON SPEC CL "C" AC	DOLLAR	-10000			827470	-82747
6005	TIME EXTENSION APP 8-27-87	DAY	1500000			18000	270000
	SUB-TOTAL ADJ.						-82747
	TOTALS ALL EXCEPT F.A.						32681765
	FORCE ACCOUNTS						
801	TEMP STRIPING 94002						22568

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 11

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
WORK DONE TO:
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
ESTIMATED DATE OF COMPLETION:

CONSTRUCTION, INC.

POST-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
44000	-660000	44000	-660000			11		
						11		
26000	390000	26000	390000			11		
827470	-82747	827470	-82747			11		
18000	270000	18000	270000			11		
	-82747		-82747					
	32681765		32681765					
	22568		22568			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS ESTI**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	MCKENZIE	A) 140 CD	44 CD	08-27-8
COUNTY	LANE	B)		
		C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
801	TEMP STRIPING						
	94002						1188
	ITEM TOTAL	801					23756
802	INSTALL 12 IN CMP						25842
802	INSTALL 12 IN CMP						1360
	ITEM TOTAL	802					27202
803	MODIFY DETOUR & INSTALL RAIL CONN						34114
803	MODIFY DETOUR & INSTALL RAIL CONN						1795
	ITEM TOTAL	803					35909
804	CLEARING & GRUBBING						64137
804	CLEARING & GRUBBING						3376
	ITEM TOTAL	804					67513
805	ADJ GRDRL, BR RL HTS						283523
	SUB-TOTAL F. A.						437903
	* TOTAL PAY COSTS				26566650		33119668
	STATE FORCE ORDERS						
92001	RELOCATE POWER LINE EW&EB						16344

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 12

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044

F.A.P. HES 0028004

E.A. C10044

AWARDED 05 22 85

ESTIMATE NO. 013

POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	1188		1188			81		
	23756		23756					
	25642		25642			11		
	1360		1360			81		
	27202		27202					
	34114		34114			11		
	1795		1795			81		
	35909		35909					
	64137		64137			11		
	3376		3376			81		
	67513		67513					
	283523		283523			11		
	437903		437903					
	33119668		33119668					
	16344		16344			11		

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS EST**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE

HIGHWAY MCKENZIE

COUNTY LANE

TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROV
A)	140 CD	44 CD	08-27-
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	SUB-TOTAL STATE FORCES ADD. ANTICIP. ITEMS						16344
94001	PERM PAVEMENT STRIPING				160000		
94002	TEMP PAVEMENT STRIPING EW 1				70000		
94003	EUGENE WTR&ELEC BRD(POWR)				200000		
98997	INC PROJ AUTH APP 11-18-86				3590000		
98998	INC PROJ AUTH APP 1-21-86				5940000		
98999	CONTINGENCIES				1214849		
99999	ENGINEERING				2429699		6050000
	GRAND TOTALS				40171198		39186012

RESIDENT ENGINEER ------------------------------- DATE ---------- DIVISION ENGINEER -

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 13

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	16344		16344					
						11		
						11		
						11		
	6050000		6027835		22165			
	39186012		39163847		22165			

DIVISION ENGINEER ---------------------------------- DATE ----------

OREGON STATE HIGHWAY DIVISION 09/11/87 **PROGRESS ESTIMA**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION		EXTENSION	APPROVED
HIGHWAY	MCKENZIE	A)	140 CD	44 CD	08-27-87
		B)			
COUNTY	LANE	C)			
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT

PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE	PROJECT ID	VENDOR-NA
11	C10044	011	90.00	HES 0028 004	FEDERAL HIGHWAY ADM
11	C10044	011	10.00	NOTAPPLICABLE	STATE OF OREGON
81	C10044	081	90.00	HES 0028 004	FEDERAL HIGHWAY ADM
81	C10044	081	10.00	NOTAPPLICABLE	STATE OF OREGON

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 14

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	08-27-87	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 013
POST-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	VENDOR-NAME							
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								

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     OREGON DEPARTMENT OF TRANSPORTATION                                            09/10/87
              HIGHWAY DIVISION
AYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                     PAGE    1

          ESTIMATE NUMBER: 013           GERVAIS CONSTRUCTION, INC.

    CONTRACT                LIQUIDATED                RETAINAGE            FORCE ACCOUNT             NETPAY
     PAYMENT                  DAMAGE                                          AMOUNT

      326,817.65                  0.00                    0.00                4,379.03           331,196.68
      324,117.65                  0.00                    0.00                4,379.03           328,496.68

        2,700.00                  0.00                    0.00                    0.00             2,700.00
    CONTRACT                LIQUIDATED                RETAINAGE            FORCE ACCOUNT             NETPAY
     PAYMENT                  DAMAGE                                          AMOUNT

        2,700.00                  0.00                    0.00                    0.00             2,700.00

        2,700.00                  0.00                    0.00                    0.00             2,700.00




 REGION 3

EST BEARING ACCOUNT

       .00
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PF

HES-28(4)

10.5.94

9.10.87

265,765.18 - Roadway
64,906.[illegible] Bridge

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
09/10/8

FMCP010-I CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE PAGE:

9-10-87 C138 PF

HES-Z8(

CONTRACT NUMBER: C10044 ESTIMATE NUMBER: 013 GERVAIS CONSTRUCTION, INC.

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
AMOUNT TO DATE:		326,817.65	0.00	0.00	4,379.03
PRIOR AMOUNT:		324,117.65	0.00	0.00	4,379.03
PRESENT AMOUNT:		2,700.00	0.00	0.00	0.00

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
C10044	011	2,700.00	0.00	0.00	0.00
	TOTAL	2,700.00	0.00	0.00	0.00

PROJECT MANAGER-LINDLEY - REGION 3

TYPE OF RETAINAGE : INTEREST BEARING ACCOUNT

LUMP SUM : .00

PERCENT RETAINED :

PAYMENT VOUCHER	COUNTY LANE	CONTRACT NO. C10044	ESTIMATE NO. 13
	HIGHWAY MCKENZIE	FEDERAL AID PROJECT NO. HES 0028004	
	SECTION MCKENZIE HWY AT GODARD CR BRIDGE		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TION	LUMP SUM	20000.0000	100.000	20000.00	20000.00	
ECTION AND DIR OF TRAFFIC	LUMP SUM	3500.0000	95.000	3325.00	3325.00	
ECTION AND DIR OF TRAFFIC	LUMP SUM	3500.0000	5.000	175.00	175.00	
SIGNS	SQ FT	11.0000	226.670	2493.37	2493.37	
SIGNS	SQ FT	11.0000	11.930	131.23	131.23	
BARRICADES	EACH	85.0000	12.350	1049.75	1049.75	
BARRICADES	EACH	85.0000	.650	55.25	55.25	
CRETE BARRIERS REFLECTORIZED	LIN FT	14.0000	273.125	3823.75	3823.75	
CRETE BARRIERS REFLECTORIZED	LIN FT	14.0000	14.375	201.25	201.25	
PLASTIC SAFETY MARKERS	EACH	70.0000	15.200	1064.00	1064.00	
PLASTIC SAFETY MARKERS	EACH	70.0000	.800	56.00	56.00	
REFLECTIVE PAVEMNT MARKERS	EACH	8.0000	47.500	380.00	380.00	
REFLECTIVE PAVEMNT MARKERS	EACH	8.0000	2.500	20.00	20.00	
	HOUR	18.0000	285.000	5130.00	5130.00	
	HOUR	18.0000	15.000	270.00	270.00	
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1000.0000	95.000	950.00	950.00	
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1000.0000	5.000	50.00	50.00	
NT IN PLACE	CU YD	9.5000	3,885.215	36909.54	36909.54	
NT IN PLACE	CU YD	9.5000	204.485	1942.61	1942.61	
ROADBED AND SLOPES	LUMP SUM	8000.0000	95.000	7600.00	7600.00	
ROADBED AND SLOPES	LUMP SUM	8000.0000	5.000	400.00	400.00	
ASE	TON	14.2800	2,940.180	41985.77	41985.77	
ASE	TON	14.2800	154.750	2209.83	2209.83	
SHOULDERS	TON	10.0000	1,146.490	11464.90	11464.90	
SHOULDERS	TON	10.0000	60.340	603.40	603.40	
ASPHALT CONCRETE	TON	31.0000	1,460.310	45269.61	45269.61	
ASPHALT CONCRETE	TON	31.0000	76.860	2382.66	2382.66	
CULVERT PIPE	LIN FT	25.0000	26.600	665.00	665.00	
CULVERT PIPE	LIN FT	25.0000	1.400	35.00	35.00	
L TYPE 2A	LIN FT	17.0000	213.750	3633.75	3633.75	
L TYPE 2A	LIN FT	17.0000	11.250	191.25	191.25	
PG. 01 C10044	TOTAL CONTRACT ITEMS					
	FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY LANE		CONTRACT NO. C10044	ESTIMATE NO. 13
HIGHWAY MCKENZIE		FEDERAL AID PROJECT NO. HES 0028004	
SECTION MCKENZIE HWY AT GODARD CR BRIDGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION	LUMP SUM	20000.0000	100.000	20000.00	20000.00
002	11 TEMP PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3500.0000	95.000	3325.00	3325.00
002	81 TEMP PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3500.0000	5.000	175.00	175.00
003	11 TEMPORARY SIGNS	SQ FT	11.0000	226.670	2493.37	2493.37
003	81 TEMPORARY SIGNS	SQ FT	11.0000	11.930	131.23	131.23
004	11 TEMPORARY BARRICADES	EACH	85.0000	12.350	1049.75	1049.75
004	81 TEMPORARY BARRICADES	EACH	85.0000	.650	55.25	55.25
005	11 TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	14.0000	273.125	3823.75	3823.75
005	81 TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	14.0000	14.375	201.25	201.25
006	11 TEMPORARY PLASTIC SAFETY MARKERS	EACH	70.0000	15.200	1064.00	1064.00
006	81 TEMPORARY PLASTIC SAFETY MARKERS	EACH	70.0000	.800	56.00	56.00
007	11 TEMPORARY REFLECTIVE PAVEMNT MARKERS	EACH	8.0000	47.500	380.00	380.00
007	81 TEMPORARY REFLECTIVE PAVEMNT MARKERS	EACH	8.0000	2.500	20.00	20.00
008	11 FLAGGERS	HOUR	18.0000	285.000	5130.00	5130.00
008	81 FLAGGERS	HOUR	18.0000	15.000	270.00	270.00
009	11 REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1000.0000	95.000	950.00	950.00
009	81 REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1000.0000	5.000	50.00	50.00
010	11 EMBANKMENT IN PLACE	CU YD	9.5000	3,885.215	36909.54	36909.54
010	81 EMBANKMENT IN PLACE	CU YD	9.5000	204.485	1942.61	1942.61
011	11 FINISHING ROADBED AND SLOPES	LUMP SUM	8000.0000	95.000	7600.00	7600.00
011	81 FINISHING ROADBED AND SLOPES	LUMP SUM	8000.0000	5.000	400.00	400.00
012	11 TREATED BASE	TON	14.2800	2,940.180	41985.77	41985.77
012	81 TREATED BASE	TON	14.2800	154.750	2209.83	2209.83
013	11 AGGREGATE SHOULDERS	TON	10.0000	1,146.490	11464.90	11464.90
013	81 AGGREGATE SHOULDERS	TON	10.0000	60.340	603.40	603.40
014	11 CLASS C ASPHALT CONCRETE	TON	31.0000	1,460.310	45269.61	45269.61
014	81 CLASS C ASPHALT CONCRETE	TON	31.0000	76.860	2382.66	2382.66
015	11 12-INCH CULVERT PIPE	LIN FT	25.0000	26.600	665.00	665.00
015	81 12-INCH CULVERT PIPE	LIN FT	25.0000	1.400	35.00	35.00
016	11 GUARD RAIL TYPE 2A	LIN FT	17.0000	213.750	3633.75	3633.75
016	81 GUARD RAIL TYPE 2A	LIN FT	17.0000	11.250	191.25	191.25

DATE 09 10 87 PG. 01 C10044	TOTAL CONTRACT ITEMS		
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

PAYMENT VOUCHER

COUNTY		CONTRACT NO. C10044	ESTIMATE NO. 13
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
L TYPE 3		LIN FT	31.0000	95.000	2945.00	2945.00	
L TYPE 3		LIN FT	31.0000	5.000	155.00	155.00	
L ANCHORS	TYPE 1	EACH	350.0000	3.800	1330.00	1330.00	
L ANCHORS	TYPE 1	EACH	350.0000	.200	70.00	70.00	
PIECES TYPE C		EACH	80.0000	3.800	304.00	304.00	
PIECES TYPE C		EACH	80.0000	.200	16.00	16.00	
NCE		LIN FT	2.5000	2,319.900	5799.75	5799.75	
NCE		LIN FT	2.5000	122.100	305.25	305.25	
OUBLE GATES		EACH	400.0000	.950	380.00	380.00	
OUBLE GATES		EACH	400.0000	.050	20.00	20.00	
ASPHALT	APPROACHES	EACH	125.0000	9.500	1187.50	1187.50	
ASPHALT	APPROACHES	EACH	125.0000	.500	62.50	62.50	
RAP CLASS 50		CU YD	27.0000	26.170	706.59	706.59	
RAP CLASS 50		CU YD	27.0000	1.380	37.26	37.26	
RS TYPE 2		EACH	22.0000	9.500	209.00	209.00	
RS TYPE 2		EACH	22.0000	.500	11.00	11.00	
RS TYPE 4		EACH	12.0000	3.800	45.60	45.60	
RS TYPE 4		EACH	12.0000	.200	2.40	2.40	
ILBOX SUPPORTS		EACH	175.0000	3.000	525.00	525.00	
ERTILIZING AND	MULCHING	ACRE	1250.0000	1.050	1312.50	1312.50	
ERTILIZING AND	MULCHING	ACRE	1250.0000	.050	62.50	62.50	
MOVAL WORK		LUMP SUM	6500.0000	95.000	6175.00	6175.00	
MOVAL WORK		LUMP SUM	6500.0000	5.000	325.00	325.00	
RIBBING ETC		LUMP SUM	6500.0000	95.000	6175.00	6175.00	
RIBBING ETC		LUMP SUM	6500.0000	5.000	325.00	325.00	
EXCAVATION		CU YD	15.0000	288.800	4332.00	4332.00	
EXCAVATION		CU YD	15.0000	15.200	228.00	228.00	
BELOW	ELEVA SHOWN	CU YD	25.0000	116.000	2900.00	2900.00	
BELOW	ELEVA SHOWN	CU YD	25.0000	6.100	152.50	152.50	
L CONCRETE	CLASS 3300	LUMP SUM	23000.0000	95.000	21850.00	21850.00	
L CONCRETE	CLASS 3300	LUMP SUM	23000.0000	5.000	1150.00	1150.00	
PG. 02 C10044		TOTAL CONTRACT ITEMS					
		FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY		CONTRACT NO. C10044	ESTIMATE NO. 13
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
017	11 GUARD RAIL TYPE 3	LIN FT	31.0000	95.000	2945.00	2945.00
017	81 GUARD RAIL TYPE 3	LIN FT	31.0000	5.000	155.00	155.00
018	11 GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	3.800	1330.00	1330.00
018	81 GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	.200	70.00	70.00
019	11 RAIL END PIECES TYPE C	EACH	80.0000	3.800	304.00	304.00
019	81 RAIL END PIECES TYPE C	EACH	80.0000	.200	16.00	16.00
020	11 TYPE 2 FENCE	LIN FT	2.5000	2,319.900	5799.75	5799.75
020	81 TYPE 2 FENCE	LIN FT	2.5000	122.100	305.25	305.25
021	11 22'X48" DOUBLE GATES	EACH	400.0000	.950	380.00	380.00
021	81 22'X48" DOUBLE GATES	EACH	400.0000	.050	20.00	20.00
022	11 EXTRA FOR ASPHALT APPROACHES	EACH	125.0000	9.500	1187.50	1187.50
022	81 EXTRA FOR ASPHALT APPROACHES	EACH	125.0000	.500	62.50	62.50
023	11 LOOSE RIPRAP CLASS 50	CU YD	27.0000	26.170	706.59	706.59
023	81 LOOSE RIPRAP CLASS 50	CU YD	27.0000	1.380	37.26	37.26
024	11 DELINEATORS TYPE 2	EACH	22.0000	9.500	209.00	209.00
024	81 DELINEATORS TYPE 2	EACH	22.0000	.500	11.00	11.00
025	11 DELINEATORS TYPE 4	EACH	12.0000	3.800	45.60	45.60
025	81 DELINEATORS TYPE 4	EACH	12.0000	.200	2.40	2.40
026	11 SINGLE MAILBOX SUPPORTS	EACH	175.0000	3.000	525.00	525.00
027	11 SEEDING FERTILIZING AND MULCHING	ACRE	1250.0000	1.050	1312.50	1312.50
027	81 SEEDING FERTILIZING AND MULCHING	ACRE	1250.0000	.050	62.50	62.50
028	11 BRIDGE REMOVAL WORK	LUMP SUM	6500.0000	95.000	6175.00	6175.00
028	81 BRIDGE REMOVAL WORK	LUMP SUM	6500.0000	5.000	325.00	325.00
038	11 SHORING CRIBBING ETC	LUMP SUM	6500.0000	95.000	6175.00	6175.00
038	81 SHORING CRIBBING ETC	LUMP SUM	6500.0000	5.000	325.00	325.00
039	11 STRUCTURE EXCAVATION	CU YD	15.0000	288.800	4332.00	4332.00
039	81 STRUCTURE EXCAVATION	CU YD	15.0000	15.200	228.00	228.00
040	11 STRUC EXC BELOW ELEVA SHOWN	CU YD	25.0000	116.000	2900.00	2900.00
040	81 STRUC EXC BELOW ELEVA SHOWN	CU YD	25.0000	6.100	152.50	152.50
041	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	23000.0000	95.000	21850.00	21850.00
041	81 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	23000.0000	5.000	1150.00	1150.00

DATE 09 10 87 PG. 02 C10044	TOTAL CONTRACT ITEMS		
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

PAYMENT VOUCHER	COUNTY	CONTRACT NO. C10044	ESTIMATE NO. 13
	HIGHWAY	FEDERAL AID PROJECT NO.	
	SECTION		

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
MENT		LUMP SUM	5670.0000	95.000	5386.50	5386.50	
MENT		LUMP SUM	5670.0000	5.000	283.50	283.50	
' PRESTRESSED	SLABS	EACH	1370.0000	8.550	11713.50	11713.50	
' PRESTRESSED	SLABS	EACH	1370.0000	.450	616.50	616.50	
L WITH TUBING		LIN FT	55.0000	47.500	2612.50	2612.50	
L WITH TUBING		LIN FT	55.0000	2.500	137.50	137.50	
WATERPROOFING		SQ YD	8.0000	64.600	516.80	516.80	
WATERPROOFING		SQ YD	8.0000	3.400	27.20	27.20	
GREEMENT ITEMS							
LL		TON	11.0000	1,179.843	12978.27	12978.27	
LL		TON	11.0000	62.097	683.07	683.07	
LL CONCRETE		CU YD	125.0000	85.253	10656.63	10656.63	
LL CONCRETE		CU YD	125.0000	4.487	560.88	560.88	
L FLAGGING		HOUR	16.8500	285.000	4802.25	4802.25	
L FLAGGING		HOUR	16.8500	15.000	252.75	252.75	
STALL GATE		EACH	350.0000	1.000	350.00	350.00	
L EXCAVATION		LUMP SUM	22500.0000	100.000	22500.00	22500.00	
ENT ITEMS							
D DAMAGES		DAY	150.0000-	44.000	6600.00-	6600.00-	
NSION	APP 6-26-86	DAY	150.0000	26.000	3900.00	3900.00	
NON SPEC	CL "C" AC	DOLLAR	1.0000-	827.470	827.47-	827.47-	
NSION	APP 8-27-87	DAY	150.0000	18.000	2700.00		2700.00
CCOUNT ITEMS							
PING	94002				225.68	225.68	
PING	94002				11.88	11.88	
2 IN CMP					258.42	258.42	
2 IN CMP					13.60	13.60	
PG. 03 C10044		TOTAL CONTRACT ITEMS					
		FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	
CONTRACT NO.	C10044
ESTIMATE NO.	13
HIGHWAY	
FEDERAL AID PROJECT NO.	
SECTION	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
042	11 REINFORCEMENT	LUMP SUM	5670.0000	95.000	5386.50	5386.50
042	81 REINFORCEMENT	LUMP SUM	5670.0000	5.000	283.50	283.50
043	11 4'X15'/20' PRESTRESSED SLABS	EACH	1370.0000	8.550	11713.50	11713.50
043	81 4'X15'/20' PRESTRESSED SLABS	EACH	1370.0000	.450	616.50	616.50
044	11 METAL RAIL WITH TUBING	LIN FT	55.0000	47.500	2612.50	2612.50
044	81 METAL RAIL WITH TUBING	LIN FT	55.0000	2.500	137.50	137.50
045	11 MEMBRANE WATERPROOFING	SQ YD	8.0000	64.600	516.80	516.80
045	81 MEMBRANE WATERPROOFING	SQ YD	8.0000	3.400	27.20	27.20
	PRICE AGREEMENT ITEMS					
3001A	11 6" BACKFILL	TON	11.0000	1,179.843	12978.27	12978.27
3001A	81 6" BACKFILL	TON	11.0000	62.097	683.07	683.07
3001B	11 4 SACK FILL CONCRETE	CU YD	125.0000	85.253	10656.63	10656.63
3001B	81 4 SACK FILL CONCRETE	CU YD	125.0000	4.487	560.88	560.88
3002A	11 ADDITIONAL FLAGGING	HOUR	16.8500	285.000	4802.25	4802.25
3002A	81 ADDITIONAL FLAGGING	HOUR	16.8500	15.000	252.75	252.75
3004A	11 FURN & INSTALL GATE	EACH	350.0000	1.000	350.00	350.00
3005A	11 ADDITIONAL EXCAVATION	LUMP SUM	22500.0000	100.000	22500.00	22500.00
	ADJUSTMENT ITEMS					
6001A	11 LIQUIDATED DAMAGES	DAY	150.0000-	44.000	6600.00-	6600.00-
6003A	11 TIME EXTENSION APP 6-26-86	DAY	150.0000	26.000	3900.00	3900.00
6004A	11 PRICE RED NON SPEC CL "C" AC	DOLLAR	1.0000-	827.470	827.47-	827.47-
6005	11 TIME EXTENSION APP 8-27-87	DAY	150.0000	18.000	2700.00	
	FORCE ACCOUNT ITEMS					
801	11 TEMP STRIPING 94002				225.68	225.68
801	81 TEMP STRIPING 94002				11.88	11.88
802	11 INSTALL 12 IN CMP				258.42	258.42
802	81 INSTALL 12 IN CMP				13.60	13.60

DATE 09 10 87 PG. 03 C10044	TOTAL CONTRACT ITEMS		
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

PAYMENT VOUCHER

COUNTY		CONTRACT NO. C10044	ESTIMATE NO. 13
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOUR & INSTALL RAIL CONN				341.14	341.14	
TOUR & INSTALL RAIL CONN				17.95	17.95	
& GRUBBING				641.37	641.37	
& GRUBBING				33.76	33.76	
, BR RL HTS				2835.23	2835.23	
PG. 04 C10044			TOTAL CONTRACT ITEMS	326817.65	324117.65	2700.00
			FORCE ACCOUNT	4379.03	4379.03	
				331,196.68		

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	
CONTRACT NO.	C10044
ESTIMATE NO.	13
HIGHWAY	
FEDERAL AID PROJECT NO.	
SECTION	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
803	11 MODIFY DETOUR & INSTALL RAIL CONN				341.14	341.14
803	81 MODIFY DETOUR & INSTALL RAIL CONN				17.95	17.95
804	11 CLEARING & GRUBBING				641.37	641.37
804	81 CLEARING & GRUBBING				33.76	33.76
805	11 ADJ GRDRL, BR RL HTS				2835.23	2835.23

DATE 09 10 87 PG. 04 C10044	TOTAL CONTRACT ITEMS	326817.65	324117.65
	FORCE ACCOUNT	4379.03	4379.03
ENGINEER OR AUDITOR		331,196.68	

10,044

August 27, 1987

Gervais Construction, Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5
10044

Re: Time Extension Appeal
McKenzie Highway @ Godard Creek Bridge
Contract No. 10044
FAP No. HES-28(4)

This is to affirm the results of our meeting with you on August 26 to review your time extension request on the above project.

The first adjustment of contract time granted 21 calendar days for the altered and additional work done under Price Agreement No. 1 and an additional five (5) calendar days due to the fencing added to the project. The 21 calendar days granted for Price Agreement No. 1 consisted of 11 calendar days for the added work and 10 calendar days to allow for the resulting late season paving. As a result of our meeting and a review of a detailed activity chart we prepared, it is evident that the added work under Price Agreement No. 1 required 18 calendar days and that the resulting delay to the A.C. paving amounted to 21 calendar days.

A contract time adjustment of an additional 18 calendar days is accordingly granted. The adjusted contract time for completion of this contract is 184 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix
Chuck Hemenway
FHWA
Bruce Walton

10,044

Page 1

OREGON STATE HIGHWAY DIVISION REQUEST FOR TRANSFER OF COST DISTRIBUTION DATE OF REQUEST 07-07-87

REFERENCE	AGY	TRANS CODE	CURRENT DOC NO	DOC DATE	EXPEND ACCT	SUB JOB	SPEC	ORG	OBJECT DETAIL	ACT	AMOUNT	REV	MSA
LUMP SUM	02	164	JV 7-203	07-07-87	C10044	(000)		0523	598	900	7,424.62	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10044	(001)		0523	598	900	7,424.62		
LUMP SUM	02	164	JV 7-203	07-07-87	C10070	(000)		0523	598	900	31,319.25	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10070	(001)		0523	598	900	31,319.25		
LUMP SUM	02	164	JV 7-203	07-07-87	C10115	(000)		0523	598	900	6,382.93	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10115	(001)		0523	598	900	6,382.93		
LUMP SUM	02	164	JV 7-203	07-07-87	C10138	(000)		0523	598	900	1,317.61	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10138	(001)		0523	598	900	1,317.61		
LUMP SUM	02	164	JV 7-203	07-07-87	C10140	(000)		0523	598	900	6,068.52	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10140	(001)		0523	598	900	6,068.52		
LUMP SUM	02	164	JV 7-203	07-07-87	C10245	(000)		0523	598	900	7,390.53	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10245	(001)		0523	598	900	7,390.53		
LUMP SUM	02	164	JV 7-203	07-07-87	C10302	(000)		0523	598	900	8,846.17	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10302	(001)		0523	598	900	8,846.17		
LUMP SUM	02	164	JV 7-203	07-07-87	C10313	(000)		0523	598	900	1,412.60	R	
LUMP SUM	02	164	JV 7-203	07-07-87	C10313	(001)		0523	598	900	1,412.60		

HES-28(4)

REASON FOR THIS REQUEST: TO TRANSFER CONSTRUCTION ENGINEERING OVER 15% OF THE PARTICIPATING CONST. COST TO NON-PARTICIPATING

PREPARED BY ______________________________

APPROVED BY ______________________________

TRANSFER BATCH ID: 07-07-87 7-203

F 00433

10,044

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ES**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE

HIGHWAY MCKENZIE

COUNTY LANE

TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPRO
A)	140 CD	26 CD	06-26
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	J GIX REGN ENGR						
00002	CHARLES F HEMENWAY						
001	MOBILIZATION	LUMP SUM	200000000	100000	2000000	100000	200000
002	TEMP PROTECTION AND DIR OF TRAFFIC	LUMP SUM	35000000	100000	350000	95000	33250
002	TEMP PROTECTION AND DIR OF TRAFFIC	LUMP SUM	35000000			5000	1750
	ITEM TOTAL	002		100000	350000	100000	35000
003	TEMPORARY SIGNS	SQ FT	110000	303000	333300	226670	24933
003	TEMPORARY SIGNS	SQ FT	110000			11930	1312
	ITEM TOTAL	003		303000	333300	238600	26246
004	TEMPORARY BARRICADES	EACH	850000	13000	110500	12350	104975
004	TEMPORARY BARRICADES	EACH	850000			650	5525
	ITEM TOTAL	004		13000	110500	13000	11050
005	TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	140000	175000	245000	273125	382375

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81-734-3498 REV. 8-85

XTENSION CD

APPROVED 06-26-86

USED 184 CD

CONTRACT NO. C10044

F.A.P. HES 0028004

WORK DONE TO:

E.A. C10044

AWARDED 05 22 85

ESTIMATED DATE OF COMPLETION:

ESTIMATE NO. 012

FINAL

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
100000	2000000	100000	2000000			11		
95000	332500	95000	332500			11		
5000	17500	5000	17500			81		
100000	350000	100000	350000					
226670	249337	226670	249337			11		
11930	13123	11930	13123			81		
238600	262460	238600	262460					
12350	104975	12350	104975			11		
650	5525	650	5525			81		
13000	110500	13000	110500					
273125	382375	273125	382375			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ESTI**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	MCKENZIE	A) 140 CD	26 CD	06-26-8
		B)		
COUNTY	LANE	C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
005	TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	140000			14375	20125
	ITEM TOTAL	005		175000	245000	287500	402500
006	TEMPORARY PLASTIC SAFETY MARKERS	EACH	700000	20000	140000	15200	106400
006	TEMPORARY PLASTIC SAFETY MARKERS	EACH	700000			800	5600
	ITEM TOTAL	006		20000	140000	16000	112000
007	TEMPORARY REFLECTIVE PAVEMNT MARKERS	EACH	80000	50000	40000	47500	38000
007	TEMPORARY REFLECTIVE PAVEMNT MARKERS	EACH	80000			2500	2000
	ITEM TOTAL	007		50000	40000	50000	40000
008	FLAGGERS	HOUR	180000	300000	540000	28500	513000
008	FLAGGERS	HOUR	180000			1500	27000
	ITEM TOTAL	008		300000	540000	30000	540000
00899	ROADWORK						
009	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	10000000	100000	100000	9500	95000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 .

FORM 81-734-3498 REV. 8-85

TENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
14375	20125	14375	20125			81		
287500	402500	287500	402500					
15200	106400	15200	106400			11		
800	5600	800	5600			81		
16000	112000	16000	112000					
47500	38000	47500	38000			11		
2500	2000	2500	2000			81		
50000	40000	50000	40000					
285000	513000	285000	513000			11		
15000	27000	15000	27000			81		
300000	540000	300000	540000					
						11		
95000	95000	95000	95000			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ES**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROV
HIGHWAY	MCKENZIE	A) 140 CD	26 CD	06-26-
COUNTY	LANE	B)		
TYPE WORK	GRADING PAVING & STRUCTURE	C)		
		CONTRACTOR	GERVAIS CONSTRUCTION, INC	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
009	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	10000000			5000	5000
	ITEM TOTAL	009		100000	100000	100000	100000
010	EMBANKMENT IN PLACE	CU YD	95000	4505000	4279750	3885215	3690954
010	EMBANKMENT IN PLACE	CU YD	95000			204485	19426
	ITEM TOTAL	010		4505000	4279750	4089700	3885215
011	FINISHING ROADBED AND SLOPES	LUMP SUM	80000000	100000	800000	95000	760000
011	FINISHING ROADBED AND SLOPES	LUMP SUM	80000000			5000	40000
	ITEM TOTAL	011		100000	800000	100000	800000
012	TREATED BASE	TON	142800	3550000	5069400	2940180	4198577
012	TREATED BASE	TON	142800			154750	220983
	ITEM TOTAL	012		3550000	5069400	3094930	4419560
013	AGGREGATE SHOULDERS	TON	100000	850000	850000	1146490	1146490
013	AGGREGATE SHOULDERS	TON	100000			60340	60340
	ITEM TOTAL	013		850000	850000	1206830	1206830
014	CLASS C ASPHALT CONCRETE	TON	310000	1250000	3875000	1460310	4526961

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004

WORK DONE TO:

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICI PATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
5000 100000	5000 100000	5000 100000	5000 100000			81		
3885215	3690954	3885215	3690954			11		
204485 4089700	194261 3885215	204485 4089700	194261 3885215			81		
95000	760000	95000	760000			11		
5000 100000	40000 800000	5000 100000	40000 800000			81		
2940180	4198577	2940180	4198577			11		
154750 3094930	220983 4419560	154750 3094930	220983 4419560			81		
1146490	1146490	1146490	1146490			11		
60340 1206830	60340 1206830	60340 1206830	60340 1206830			81		
1460310	4526961	1460310	4526961			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ESTI**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECI ED COMPLETION	EXTENSION	APPROVE
HIGHWAY	MCKENZIE	A) 140 CD	26 CD	06-26-
COUNTY	LANE	B)		
		C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
014	CLASS C ASPHALT CONCRETE	TON	310000			76860	238266
	ITEM TOTAL	014		1250000	3875000	1537170	4765227
015	12-INCH CULVERT PIPE	LIN FT	250000	28000	70000	26600	66500
015	12-INCH CULVERT PIPE	LIN FT	250000			1400	3500
	ITEM TOTAL	015		28000	70000	28000	70000
016	GUARD RAIL TYPE 2A	LIN FT	170000	225000	382500	213750	363375
016	GUARD RAIL TYPE 2A	LIN FT	170000			11250	19125
	ITEM TOTAL	016		225000	382500	225000	382500
017	GUARD RAIL TYPE 3	LIN FT	310000	100000	310000	95000	294500
017	GUARD RAIL TYPE 3	LIN FT	310000			5000	15500
	ITEM TOTAL	017		100000	310000	100000	310000
018	GUARD RAIL ANCHORS TYPE 1	EACH	3500000	4000	140000	3800	133000
018	GUARD RAIL ANCHORS TYPE 1	EACH	3500000			200	7000
	ITEM TOTAL	018		4000	140000	4000	140000
019	RAIL END PIECES TYPE C	EACH	800000	4000	32000	3800	30400

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3498 REV 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
76860	238266	76860	238266			81		
1537170	4765227	1537170	4765227					
26600	66500	26600	66500			11		
1400	3500	1400	3500			81		
28000	70000	28000	70000					
213750	363375	213750	363375			11		
11250	19125	11250	19125			81		
225000	382500	225000	382500					
95000	294500	95000	294500			11		
5000	15500	5000	15500			81		
100000	310000	100000	310000					
3800	133000	3800	133000			11		
200	7000	200	7000			81		
4000	140000	4000	140000					
3800	30400	3800	30400			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ESTI**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	MCKENZIE	A) 140 CD	26 CD	06-26-
COUNTY	LANE	B)		
		C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
019	RAIL END PIECES TYPE C	EACH	800000			200	1600
	ITEM TOTAL	019		4000	32000	4000	32000
020	TYPE 2 FENCE	LIN FT	25000	1500000	375000	2319900	579975
020	TYPE 2 FENCE	LIN FT	25000			122100	30525
	ITEM TOTAL	020		1500000	375000	2442000	610500
021	22'X48" DOUBLE GATES	EACH	4000000	1000	40000	950	38000
021	22'X48" DOUBLE GATES	EACH	4000000			050	2000
	ITEM TOTAL	021		1000	40000	1000	40000
022	EXTRA FOR ASPHALT APPROACHES	EACH	1250000	10000	125000	9500	118750
022	EXTRA FOR ASPHALT APPROACHES	EACH	1250000			500	6250
	ITEM TOTAL	022		10000	125000	10000	125000
023	LOOSE RIPRAP CLASS 50	CU YD	270000	40000	108000	26170	70659
023	LOOSE RIPRAP CLASS 50	CU YD	270000			1380	3726
	ITEM TOTAL	023		40000	108000	27550	74385
024	DELINEATORS TYPE 2	EACH	220000	10000	22000	9500	20900

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044

F.A.P. HES 0028004

E.A. C10044

AWARDED 05 22 85

ESTIMATE NO. 012

FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
200	1600	200	1600			81		
4000	32000	4000	32000					
2319900	579975	2319900	579975			11		
122100	30525	122100	30525			81		
2442000	610500	2442000	610500					
950	38000	950	38000			11		
050	2000	050	2000			81		
1000	40000	1000	40000					
9500	118750	9500	118750			11		
500	6250	500	6250			81		
10000	125000	10000	125000					
26170	70659	26170	70659			11		
1380	3726	1380	3726			81		
27550	74385	27550	74385					
9500	20900	9500	20900			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ES**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

SPECIFIED COMPLETION
A) 140 CD
B)
C)

EXTENSION 26 CD

APPRO
06-2

CONTRACTOR GERVAIS CONSTRUCTION, INC

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
024	DELINEATORS TYPE 2						
		EACH	220000			500	110
	ITEM TOTAL	024		10000	22000	10000	220
025	DELINEATORS TYPE 4						
		EACH	120000	4000	4800	3800	456
025	DELINEATORS TYPE 4						
		EACH	120000			200	24
	ITEM TOTAL	025		4000	4800	4000	480
026	SINGLE MAILBOX SUPPORTS						
		EACH	1750000	2000	35000	3000	5250
027	SEEDING FERTILIZING AND MULCHING	ACRE	12500000	1000	125000	1050	131250
027	SEEDING FERTILIZING AND MULCHING	ACRE	12500000			050	6250
	ITEM TOTAL	027		1000	125000	1100	137500
02799	STRUCTURE						
028	BRIDGE REMOVAL WORK						
		LUMP SUM	65000000	100000	650000	95000	617500
028	BRIDGE REMOVAL WORK						
		LUMP SUM	65000000			5000	32500
	ITEM TOTAL	028		100000	650000	100000	650000
02899	ALTERNATE A						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
WORK DONE TO:

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL
ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
500	1100	500	1100			81		
10000	22000	10000	22000					
3800	4560	3800	4560			11		
200	240	200	240			81		
4000	4800	4000	4800					
3000	52500	3000	52500			11		
1050	131250	1050	131250			11		
050	6250	050	6250			81		
1100	137500	1100	137500					
						11		
95000	617500	95000	617500			11		
5000	32500	5000	32500			81		
100000	650000	100000	650000					
						11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ESTIM**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE		SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	MCKENZIE	A)	140 CD	26 CD	06-26-86
		B)			
COUNTY	LANE	C)			
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
029	SHORING CRIBBING ETC	LUMP SUM					
030	STRUCTURE EXCAVATION	CU YD					
031	STRUCTURE EXCAVATNS BELOW ELEVATNS SHOWN	CU YD					
032	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM					
033	STRUCTURAL CONCRETE CLASS 4500	LUMP SUM					
034	REINFORCEMENT	LUMP SUM					
035	COATED REINFORCEMENT	LUMP SUM					
036	METAL RAIL WITH TUBING	LIN FT					
037	MEMBRANE WATERPROOFING	SQ YD					

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 07

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044

F.A.P. HES 0028004

E.A. C10044

AWARDED 05 22 85

ESTIMATE NO. 012

FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
						11		
						11		
						11		
						11		
						11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ESTIM**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECI. .ED COMPLETION	EXTENSION	APPROVED
A)	140 CD	26 CD	06-26-8
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
03799	ALTERNATE B						
038	SHORING CRIBBING ETC	LUMP SUM	65000000	100000	650000	95000	617500
038	SHORING CRIBBING ETC	LUMP SUM	65000000			5000	32500
	ITEM TOTAL	038		100000	650000	100000	650000
039	STRUCTURE EXCAVATION	CU YD	150000	190000	285000	288800	433200
039	STRUCTURE EXCAVATION	CU YD	150000			15200	22800
	ITEM TOTAL	039		190000	285000	304000	456000
040	STRUC EXC BELOW ELEVA SHOWN	CU YD	250000	20000	50000	116000	290000
040	STRUC EXC BELOW ELEVA SHOWN	CU YD	250000			6100	15250
	ITEM TOTAL	040		20000	50000	122100	305250
041	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	230000000	100000	2300000	95000	2185000
041	STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	230000000			5000	115000
	ITEM TOTAL	041		100000	2300000	100000	2300000
042	REINFORCEMENT	LUMP SUM	56700000	100000	567000	95000	538650

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 08

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
95000	617500	95000	617500			11		
5000	32500	5000	32500			81		
100000	650000	100000	650000					
288800	433200	288800	433200			11		
15200	22800	15200	22800			81		
304000	456000	304000	456000					
116000	290000	116000	290000			11		
6100	15250	6100	15250			81		
122100	305250	122100	305250					
95000	2185000	95000	2185000			11		
5000	115000	5000	115000			81		
100000	2300000	100000	2300000					
95000	538650	95000	538650			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS EST**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROV
HIGHWAY	MCKENZIE	A) 140 CD	26 CD	06-26-
COUNTY	LANE	B)		
		C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
042	REINFORCEMENT	LUMP SUM	56700000			5000	28350
	ITEM TOTAL	042		100000	567000	100000	567000
043	4'X15'/20' PRESTRESSED SLABS	EACH	13700000	9000	1233000	8550	1171350
043	4'X15'/20' PRESTRESSED SLABS	EACH	13700000			450	61650
	ITEM TOTAL	043		9000	1233000	9000	1233000
044	METAL RAIL WITH TUBING	LIN FT	550000	50000	275000	47500	261250
044	METAL RAIL WITH TUBING	LIN FT	550000			2500	13750
	ITEM TOTAL	044		50000	275000	50000	275000
045	MEMBRANE WATERPROOFING	SQ YD	80000	68000	54400	64600	51680
045	MEMBRANE WATERPROOFING	SQ YD	80000			3400	2720
	ITEM TOTAL	045		68000	54400	68000	54400
	TOTALS FOR ORIG. CONTRACT				26566650		27486127
	PRICE AGREEMENTS						
3001A	6" BACKFILL	TON	110000			1179843	1297827

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 09

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
5000	28350	5000	28350			81		
100000	567000	100000	567000					
8550	1171350	8550	1171350			11		
450	61650	450	61650			81		
9000	1233000	9000	1233000					
47500	261250	47500	261250			11		
2500	13750	2500	13750			81		
50000	275000	50000	275000					
64600	51680	64600	51680			11		
3400	2720	3400	2720			81		
68000	54400	68000	54400					
	27486127		27486127					
1179843	1297827	1179843	1297827			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS EST**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROV
A)	140 CD	26 CD	06-26-
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3001A	6" BACKFILL	TON	110000			62097	68307
	ITEM TOTAL	3001A				1241940	1366134
3001B	4 SACK FILL CONCRETE	CU YD	1250000			85253	1065663
3001B	4 SACK FILL CONCRETE	CU YD	1250000			4487	56088
	ITEM TOTAL	3001B				89740	1121751
3001C	INCR BI #39 & 40						
3002A	ADDITIONAL FLAGGING	HOUR	168500			235000	480225
3002A	ADDITIONAL FLAGGING	HOUR	168500			15000	25275
	ITEM TOTAL	3002A				300000	505500
3003A	INC BI 20						
3004A	FURN & INSTALL GATE	EACH	3500000			1000	35000
3005A	ADDITIONAL EXCAVATION	LUMP SUM	225000000			100000	2250000
	SUB-TOTAL P. A.						5278385

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 10

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
62097 1241940	68307 1366134	62097 1241940	68307 1366134			81		
85253	1065663	85253	1065663			11		
4487 89740	56088 1121751	4487 89740	56088 1121751			81		
						11		
285000	480225	285000	480225			11		
15000 300000	25275 505500	15000 300000	25275 505500			81		
						11		
1000	35000	1000	35000			11		
100000	2250000	100000	2250000			11		
	5278385		5278385					

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ESTI**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	140 CD	26 CD	06-26-
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	ADJUSTMENTS						
6001A	LIQUIDATED DAMAGES	DAY	-1500000			44000	-660000
6002A	NON SPEC AC MIX APP 6-26-86	LUMP SUM	-19511000				
6003A	TIME EXTENSION APP 6-26-86	DAY	1500000			26000	390000
6004A	PRICE RED NON SPEC CL "C" AC	DOLLAR	-10000			827470	-82747
	SUB-TOTAL ADJ.						-352747
	TOTALS ALL EXCEPT F.A.						32411765
	FORCE ACCOUNTS						
801	TEMP STRIPING 94002						22568

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 11

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
44000	-660000	44000	-660000			11		
						11		
26000	390000	26000	390000			11		
827470	-82747	827470	-82747			11		
	-352747		-352747					
	32411765		32411765					
	22568		22568			11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS EST**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROV
A)	140 CD	26 CD	06-26-
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
801	TEMP STRIPING 94002						
	ITEM TOTAL	801					1188 23756
802	INSTALL 12 IN CMP						
802	INSTALL 12 IN CMP						25842
	ITEM TOTAL	802					1360 27202
803	MODIFY DETOUR & INSTALL RAIL CONN						
803	MODIFY DETOUR & INSTALL RAIL CONN						34114
	ITEM TOTAL	803					1795 35909
804	CLEARING & GRUBBING						
804	CLEARING & GRUBBING						64137
	ITEM TOTAL	804					3376 67513
805	ADJ GRDRL, BR RL HTS						283523
	SUB-TOTAL F. A.						437903
	* TOTAL PAY COSTS				26566650		32849668
	STATE FORCE ORDERS						
92001	RELOCATE POWER LINE EW&EB						664200

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 12

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	1188		1188			81		
	23756		23756					
	25842		25842			11		
	1360		1360			81		
	27202		27202					
	34114		34114			11		
	1795		1795			81		
	35909		35909					
	64137		64137			11		
	3376		3376			81		
	67513		67513					
	283523		283523			11		
	437903		437903					
	32849668		32849668					
	664200		16344		647856	11		

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS ESTI**

SECTION MCKENZIE HWY AT GODARD CR BRIDGE
HIGHWAY MCKENZIE
COUNTY LANE
TYPE WORK GRADING PAVING & STRUCTURE

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	140 CD	26 CD	06-26-
B)			
C)			

CONTRACTOR GERVAIS CONSTRUCTION, INC.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	SUB-TOTAL STATE FORCES ADD. ANTICIP. ITEMS						664200
94001	PERM PAVEMENT STRIPING				160000		
94002	TEMP PAVEMENT STRIPING EW 1				70000		
94003	EUGENE WTR&ELEC BRD(POWR)				200000		
98997	INC PROJ AUTH APP 11-18-86				3590000		
98998	INC PROJ AUTH APP 1-21-86				5940000		
98999	CONTINGENCIES				1214849		
99999	ENGINEERING				2429699		6050000
	GRAND TOTALS				40171198		39563868

RESIDENT ENGINEER ------------------------------ DATE ---------- DIVISION ENGINEER --

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 13

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004
E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	664200		16344		647856			
						11		
						11		
						11		
	6050000		6027835		22165			
	39563868		38893847		670021			

DIVISION ENGINEER ------------------------------ DATE ----------

OREGON STATE HIGHWAY DIVISION 05/27/87 **PROGRESS EST**

SECTION	MCKENZIE HWY AT GODARD CR BRIDGE	SPECIFIED COMPLETION	EXTENSION	APPROV
HIGHWAY	MCKENZIE	A) 140 CD	26 CD	06-26-
COUNTY	LANE	B)		
		C)		
TYPE WORK	GRADING PAVING & STRUCTURE	CONTRACTOR	GERVAIS CONSTRUCTION, INC.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE		PROJECT ID		VENDOR-
11	C10044	011	90.00	HES	0028 004	FEDERAL	HIGHWAY A
11	C10044	011	10.00	NOTAPPLICABLE		STATE OF	OREGON
81	C10044	081	90.00	HES	0028 004	FEDERAL	HIGHWAY A
81	C10044	081	10.00	NOTAPPLICABLE		STATE OF	OREGON

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 14

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
CD	06-26-86	184 CD

CONTRACT NO. C10044
F.A.P. HES 0028004

E.A. C10044
AWARDED 05 22 85
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

S CONSTRUCTION, INC.

CORRECTED ESTIMATE		PERFORMED TO DATE 86/00/07		TO COMPLETE 86/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT

VENDOR-NAME

FEDERAL HIGHWAY ADMINISTRATION

STATE OF OREGON

FEDERAL HIGHWAY ADMINISTRATION

STATE OF OREGON

10,044

March 3, 1987

Gervais Construction, Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5
10044

Re: Time Extension Request
Goddard Creek Bridge
Contract No. 10044
FAP No. HES-28(4)

Your second request for additional contract time in which to complete the above project has been reviewed. You are requesting an additional 20 calendar days of contract time due to the performance of extra and additional work performed under Price Agreement No. 1, including the resultant effect on late season paving.

We concur that on the first day of structural excavation, July 8, 1985, it became apparent that additional structural excavation would be required. However, structural excavation was required by the contract and the time required to perform the contract required work is not a valid cause for contract time adjustment. This portion of your request is denied.

Our first adjustment of contract time granted an additional 21 calendar days for the work done under Price Agreement No. 1 and the resultant effect on late season paving. Of the 21 calendar days granted, 10 calendar days were for the late season paving. Contract work continued through November 20, 1985. No contract time was charged from November 27 to December 1, 1985, due to a stop work order issued for the Thanksgiving holiday weekend. Contract time count was stopped effective December 2, 1985, with a winter shutdown of the project. It appears that the 10 additional days granted for the late season paving was sufficient. This portion of your request is denied.

In summary, your second request for additional contract time has been reviewed and is denied. There remains 18 calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Charles Hemenway.

Please accept our apologies for the lateness of this response. It somehow got misplaced during the processing of this document.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson Jim Gix/attach. Charles Hemenway/attach.

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: October 27, 1986

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Time Extension
McKenzie Highway at Goddard Creek Bridge
Contract #10044
Lane County

We have reviewed the contractor's time extension for the subject project and can only justify 17 days out of his requested 20 days additional time without additional data from the contractor. Additional information was supplied to us by the contractor to supplement the additional time previously granted.

Basically, the contractor did start to work earlier on the over-excavation that was required for Price Agreement #1. ? This also caused a delay in his paving which previously we did grant time to, ? but did not include the other delays incorporated into it. ?

In total, we recommend 17 additional calendar days be added to this contract.

ba/sh
Attach

cc: C. Hemenway

12-9-86

W. E. Schwartz -

I do not agree with Region or Project Manager. From the best data available to me it appears that the time being requested by the contractor is for time already granted and/ or for time required to perform original, unaltered contract work. A more detailed analysis of actual delay to project completion from Region and/or Proj. Mgr. would be most helpful.

O. B. Jackmond

CE ____ CAE ____ RECEIVED SPC ____ TC ____
COE ____ OM ____
OE ____ OCT 28 1986 FE ____ CP ____
CA ____ POC ____
CAM ____ CONSTRUCTION SECTION

81-125-1387

Time Extension 10/16/86
McKenzie Highway @ Godard Cr. Br.
Contract No. 10044

SUMMARY

Contract Time for Completion of Work:
(a) All work to be done before the elapse of 140 calendar days

Additional time previously granted: 26 calendar days

Current Time Extension Request: 20 additional calendar days

The Contractor is requesting additional time related to the periods in which the previous time was granted.

Additional time was granted for extra work performed from 7/15/85 to 7/25/85 and on 8/28/85 and 8/29/85. This is a total of 13 days, two days were allowed for time which would have been required to perform the bid item work under the contract, resulting in a net of 11 days. The Contractor indicates that the work actually started on 7/8/85; the Project Manager has reviewed his records and confirmed this date. The additional time should have included this additional 7 days (7/8 through 7/14).

On the Contractor's original request (March 12, 1986), in his item #4 he requested 10 additional days (10/21/85 to 10/29/85, 11/21/85, and 11/22/85) for weather which did not allow him to pave, indicating that had he not been required to perform the extra work in July and August he would have been allowed suitable paving weather prior to October 21, 1985. 10 days were granted. A stop work order was issued effective 12/2/85. The Contractor is requesting additional time for the period ending 12/2/85. The Project Manager has recommended 12 days, this appears to include time for 11/21/85 and 11/22/85 for which time has already been granted, the additional time if appropriate would be 10 days.

10,044

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10044

TO: Commission Services

DATE: April 24, 1987

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10044 ,	On Site Work Substantially Completed July 23, 1986
All Work Completed	February 10, 1987	
Project	McKenzie Highway at Godard Creek Bridge	
Highway	McKenzie	
County	Lane	
Type of Work	Grading, Paving and Structure	
Contractor	Gervais Construction, Inc.	

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-6-87 - Surety letter written.

RECEIVED
APR 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,044

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-231

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-18-[illegible]

State Oregon

County Lane

Project Number HES-28(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 5 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 409,335.00	$ 464,769.00
Federal funds	$ 368,401.00	$ 418,292.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of NOV , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout
for
Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon November 10, 1986

Federal-Aid Project No. HES-28(4)

McKenzie Highway @ Godard Creek Bridge Section
SR 126 Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 41,280.00
	Total	$ 41,280.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 18,000.00
	Total	$ 18,000.00

Type Code 1000
Roadway (Sta. 103+00 to Sta. 115+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
6" Backfill (PA #1A)	$ 11.00	---	---	---	$13,661.34	
4 Sack fill Concrete	125.00	---	---	---	11,217.51	
Additional Flagging	16.85	---	---	---	5,055.00	
Additional Excavation	---	---	---	---	22,500.00	
					$ 52,433.85	
					Increase	$ 52,433.85
		Subtotal from Estimate of September 19, 1986				245,110.75
					Subtotal	$297,544.60
					Engineering	38,204.40
					Total	$335,749.00

Type Code Y007
Godard Creek Bridge (Str. #1541A)(Sta. 108+54 to Sta. 108+70)

Total as on Estimate of January 22, 1986 $ 69,740.00

Length of Project ------------------ 0.234 mile

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 41,280.00	$ 37,152.00	$ 4,128.00
Right-of-Way	141	18,000.00	16,200.00	1,800.00
Roadway	141	335,749.00	302,174.00	33,575.00
Y007	141	69,740.00	62,766.00	6,974.00
TOTAL		$464,769.00	$418,292.00	$46,477.00

Nonparticipating Item

Single Mailbox Supports	Each	2	175.00	$ 350.00

Group 1 = 95%; Group 8 = 5%
Contract No. 10,044
Prefix: 20-1913 P.E.
Prefix: 20-2537 R/W
Prefix: C10044

RLC:me

10,044

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	State Oregon
MONTHLY TRANSACTION NUMBER 9-163	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 4	9-23-86	Project Number HES-28(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 5, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 382,645.00	$ ~~398,925.00~~ 409,335
Federal funds	$ 344,380.00	$ ~~359,032.00~~ 368,401
Other revisions		

This modification is made for the following reasons:

To include anticipated increase in preliminary engineering costs.
+ construction costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. HES-28(4)

McKenzie Highway @ Godard Creek Bridge Section
SR 126 Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 41,280.00
	Total	$ 41,280.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 16,500.00
	Total	$ 16,500.00

Type Code I000
Roadway (Sta. 103+00 to Sta. 115+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete	$31.00	1,250	$38,750.00	1,460	$45,260.00
Time Extension (Adj. #3A)	--	---	---	---	3,900.00
			$38,750.00		$49,160.00

Increase	$ 10,410.00
Subtotal from Estimate of January 22, 1986	234,700.75
Subtotal	$245,110.75
Engineering	35,204.25
Total	$280,315.00

Type Code Y007
Godard Creek Bridge (Str. #1541A)(Sta. 108+54 to Sta. 108+70)

Total as on Estimate of January 22, 1986	$ 69,740.00

Length of Project --------------------- 0.234 mile

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 41,280.00	$ 37,152.00	$ 4,128.00
Right-of-Way	141	18,000.00	16,200.00	1,800.00
Roadway	141	280,315.00	252,283.00	28,032.00
Y007	141	69,740.00	62,766.00	6,974.00
TOTAL		$409,335.00	$368,401.00	$40,934.00

Nonparticipating Item

Single Mailbox Supports	Each	2	175.00	$ 350.00

Group 1: 95%; Group 8: 5%
Contract No. 10,044
Prefix: 20-1913 P.E.
Prefix: 20-2537 R/W
Prefix: C10044

RLC:me

AUTHORIZATION NO. 2

DATE: 5-9-86

SECTION: Mckenzie Hwy @ Godard Cr. Br.
HIGHWAY: Mckenzie
COUNTY: Lane
PREFIX: C020-1913
F.A. NO: HES-28 (4)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 7,000	00	$ 9,250	00
901 Project Engineering Other Offices	N/A				
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74	4,000	00	13,170	00
	7420				
		3,000	00	3,980	00
904 Preliminary Design	7110				
905 Final Design	73	3,750	00	3,740	00
906 Redesign	73				
907 T.P.D.T. Design	73	1,250	00	1,240	00
908 Field Testing		500	00	1,060	00
909 R/W Descriptions	7111	500	00	1,990	00
910 R/W Maps	7111	1,500	00	1,500	00
911 Sign And Signal Design	76	200	00	0	00
	76				
		500	00	0	00
912 Railroad Maps	7362				
913 R/W Liaison		500	00	120	00
914 Utility Liaison	7783	200	00	150	00
		500	00	980	00
915 Landscape Design	7114				
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06	200	00	100	00
921 Specifications And Estimates	7200	3,000	00	1,200	00
923 Environmental Studies	75	500	00	150	00
	75				
		100	00	0	00
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	1,000	00	350	00
934 Geotechnical Investigation	7120	800	00	0	00
937 Hydraulic Studies	7143	1,500	00	1,140	00
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	450	00	820	00
964 Prepare Permits	7000	150	00	150	00
980 Conduct Public Hearing	N/A				
020 Training	N/A			190	00
050 Audit Services	0500				
		$ 31,100	00	$ 41,280	00

* Amounts shown converted from function amounts that were previously given for this project.

+10,180

10,844

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State **Oregon**
MONTHLY TRANSACTION NUMBER 1-141	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
PROJECT REPORT NUMBER	1-27-86	Project Number **HES-28(4)**
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **July 5**, 19**83**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 354,161.00	$ 382,645.00
Federal funds	$ 318,744.00	$ 344,380.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1986

FEDERAL AID PROJECT NO. HES-28(4)

MC KENZIE HIGHWAY @ GODARD CREEK BRIDGE SEC.
SR 126 HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 25,000.00
		Total	$ 25,000.00

TYPE CODE ROW
RIGHT-OF-WAY

Right-of-way	All Required		16,500.00
		Total	$ 16,500.00

TYPE CODE I000
ROADWAY (STA. 103+00 to STA. 115+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Concrete Barriers, Reflectorized	$ 14.00	175	$ 2,450.00	273	$ 3,822.00
Aggregate Shoulders	10.00	850	8,500.00	1,072	10,720.00
Structure Excavation	15.00	190	2,850.00	572	8,580.00
Structure Excavation	25.00	20	500.00	241	6,025.00
6" Backfill (PA #1A)	11.00			1,179	12,969.00
4 Sack Fill Concrete (PAID)	125.00			85	10,625.00
Additional Flagging	16.85			285	4,802.25
			$36,350.00		$57,543.25

Increase	$ 21,193.25
Subtotal from estimate of June 6, 1985	213,507.50
Subtotal	$ 234,700.75
Engineering	35,204.25
Total	$ 269,905.00

TYPE CODE Y007
GODARD CR. BR. (STR. #1541A)(STA. 108+54 TO STA. 108+70)

Subtotal as on estimate of June 6, 1985		$ 60,644.00
	Engineering	9,096.00
		$ 69,740.00
Length of Project		0.234 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 25,000.00	$ 22,500.00	$ 2,500.00
R/W	18,000.00	16,200.00	1,800.00
Roadway	269,905.00	242,914.00	26,991.00
Y007	69,740.00	62,766.00	6,974.00
Total	$ 382,645.00	$ 344,380.00	$ 38,265.00

Nonparticipating Item

Single Mailbox Supports	Each	2	175.00	$ 350.00

Appn Code 141
Group 1: 95%; Group 8 5%
Contract No. 10,044
Prefix: 20-1913 P.E.
Prefix: 20-2537 R/W
Prefix: C10044

RLC:bkb

14, [illegible] 84

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-75	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 2		Project Number HES-28(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 5, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 43,000	$ 354,161
Federal funds	$ 38,700	$ 318,744
Other revisions		

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11 th day of June, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 6, 1985

FEDERAL AID PROJECT NO. HES-28(4)

McKENZIE HIGHWAY @ GODARD CREEK BRIDGE SECTION
SR 126 IN LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 25,000.00
	TOTAL	$ 25,000.00

TYPE CODE ROW
RIGHT OF WAY

Right of Way	All Required	$ 16,500.00
	SUBTOTAL	$ 16,500.00
	Acquisition Expense	1,500.00
	TOTAL	$ 18,000.00

TYPE CODE 1000
ROADWAY (Sta. 103+00 to Sta. 115+50)

Mobilization	Lump Sum	All	Lump Sum	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,500.00
Temporary Signs	Sq. Ft.	303	11.00	3,333.00
Temporary Barricades	Each	13	85.00	1,105.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	175	14.00	2,450.00
Temporary Plastic Safety Markers	Each	20	70.00	1,400.00
Temporary Reflective Pavement Markers	Each	50	8.00	400.00
Flaggers	Hour	300	18.00	5,400.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,000.00
Embankment in Place	Cu. Yd.	4,505	9.50	42,797.50
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	8,000.00
Treated Base	Ton	3,550	14.28	50,694.00
Aggregate Shoulders	Ton	850	10.00	8,500.00
Class C Asphalt Concrete	Ton	1,250	31.00	38,750.00
12-inch Culvert Pipe	Lin. Ft.	28	25.00	700.00
Guard Rail, Type 2A	Lin. Ft.	225	17.00	3,825.00
Guard Rail, Type 3	Lin. Ft.	100	31.00	3,100.00
Guard Rail Anchors, Type 1	Each	4	350.00	1,400.00

Rail End Pieces, Type C	Each	4	80.00	320.00
Type 2 Fence	Lin. Ft.	1,500	2.50	3,750.00
22' x 48" Double Gates	Each	1	400.00	400.00
Extra for Asphalt Approaches	Each	10	125.00	1,250.00
Loose Riprap, Class 50	Cu. Yd.	40	27.00	1,080.00
Delineators, Type 2	Each	10	22.00	220.00
Delineators, Type 4	Each	4	12.00	48.00
Seeding, Fertilizing and Mulching	Acre	1	1,250.00	1,250.00
				$204,672.50

ANTICIPATED ITEMS

Eugene Water & Electric Board (Power)	All Required	$ 6,535.00
Permanent Pavement Striping	All Required	1,600.00
Temporary Pavement Striping	All Required	700.00
		$ 8,835.00
	SUBTOTAL	$213,507.50
	Engineering	28,823.50
	TOTAL	$242,331.00

TYPE CODE Y007
GODARD CR. BR. (Str. #1541A)(Sta. 108+54 to Sta. 108+70)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 6,500.00

ALTERNATE B

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	6,500.00
Structure Excavation	Cu. Yd.	190	15.00	2,850.00
Structure Excavation Below Elevations Shown	Cu. Yd.	20	25.00	500.00
Structural Concrete, Class 3300 (92 C.Y.)	Lump Sum	All	Lump Sum	23,000.00
Reinforcement (12,600 lbs.)	Lump Sum	All	Lump Sum	5,670.00
4' x 15'/20' Prestressed Slabs	Each	9	1,370.00	12,330.00
Metal Rail with Tubing	Lin. Ft.	50	55.00	2,750.00
Membrane Waterproofing	Sq. Yd.	68	8.00	544.00
				$ 60,644.00
		Engineering		8,186.00
		TOTAL		$ 68,830.00

Length of Project ------------- 0.234 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 25,000.00	$ 22,500.00	$ 2,500.00
R/W	18,000.00	16,200.00	1,800.00
Roadway	242,331.00	218,097.00	24,234.00
Y007	68,830.00	61,947.00	6,883.00
TOTAL	$354,161.00	$318,744.00	$35,417.00

Group 1: 95% Group 8 5%
Contract No. 10,044
Prefix: 20-1913 P.E.
Prefix: 20-2537 R/W
Prefix: 20-1002

Nonparticipating Item

Single Mailbox Supports	Each	2	175.00	$350.00

CPL:pf

10,044

November 18, 1986

CON 5 - 10,044

Kwik-Way Erosion Control
Company, Inc.
17365 S. Beckman Road
Oregon City, OR 97045

Thank you for your letter dated November 10, 1986, advising us that your claim against Gervais Construction, Inc. in the amount of $850 has been paid.

This was in connection with Gervais Construction, Inc., Contract No. 10,044 for work on the McKenzie Highway at Godard Creek Bridge in Lane County.

This information will be noted in our records, and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

Gervais Construction, Inc.
5030 Rockdale
P. O. Box 9130
Brooks, OR 97305

bc: Secretary of State: Filed 10-24-86; CL 1986-0313

bbc: Bryant Jackmond
FKN:slp

NOTED ON CARD
11-18-86 slp

KWIK-WAY EROSION CONTROL COMPANY, INC.
17365 S. Beckman Road
Oregon City, Oregon 97045

November 10, 1986

Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Attention: Mr. George Bell

Dear Mr. Bell:

Thank you for your letter of October 21 regarding your file No. CON 5 - #10,044.

Last week Gervais Construction, Inc. paid us the $850.00 owed to us. Thank you for your help in solving this matter.

Respectfully,

Joyce McKinney

Joyce McKinney
Lee McKinney

jm

RECEIVED
NOV 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. CON 5
10044

DATE: October 31, 1986

TO: Oregon Transportation Commission

AGENDA
NOV 18 1986

IA 3

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
McKenzie Highway @ Godard Creek Bridge Section
McKenzie Highway, Lane County
Contract No. 10044

This safety improvement project has been completed and it is now apparent that the final cost will exceed the project authorization by $35,900 or 10 percent. The authorization was previously increased by action of the Commission at the meeting of January 21, 1986, because of footing modifications and other incidental additions required.

The current overrun is primarily the result of settlement of a claim submitted by the contractor in the amount of $30,525 for increased costs incurred in performing the additional work on the bridge footings. The redesign of these footings resulted in a change in character of the work which was not recognized when the extra work was begun. A negotiated settlement added $22,500 to the cost of the project.

Additional quantities of shoulder rock and paving materials were required to replace rock which became contaminated last winter, and to improve the riding qualities of the pavement. These added nearly $12,000 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $35,900 to a new total of $401,711.98. This matter will be on the consent calendar for the November 18 meeting.

cc: Fred Miller
Fran Neavoll
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10044

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 31, 1986

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
McKenzie Highway @ Godard Creek Bridge Section
McKenzie Highway, Lane County
Contract No. 10044

This safety improvement project has been completed and it is now apparent that the final cost will exceed the project authorization by $35,900 or 10 percent. The authorization was previously increased by action of the Commission at the meeting of January 21, 1986, because of footing modifications and other incidental additions required.

The current overrun is primarily the result of settlement of a claim submitted by the contractor in the amount of $30,525 for increased costs incurred in performing the additional work on the bridge footings. The redesign of these footings resulted in a change in character of the work which was not recognized when the extra work was begun. A negotiated settlement added $22,500 to the cost of the project.

Additional quantities of shoulder rock and paving materials were required to replace rock which became contaminated last winter, and to improve the riding qualities of the pavement. These added nearly $12,000 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $35,900. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: J. J. Gix
C. F. Hemenway
B. M. Walton
Don Trout

81-125-1387

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project McKenzie Highway @ Godard Creek Bridge Date September 30, 1986

Highway McKenzie Highway Contract No. C10044

County Lane Kind of Work Bridge Construction Contractor Gervais Construction

	Original Authorization	Authorized 1-21-86	Estimated
Contract Amount	265,666.50	272,091.50	284,061.50
Anticipated Items	4,300.00	8,942.00	8,942.00
Contingency (4½%)	12,148.49	33,308.48	60,632.94*
Engineering	24,296.99	51,470.00	51,470.00
Credits			<3,394.46>
PROJECT COST	306,411.98	365,811.98	401,711.98 ~~401,687.52~~

NET INCREASE $ 35,900.00 OR 9.8 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
B.I. 13	Aggregate shoulders (C)	12,068.00	3,068.00
B.I. 14	Class C AC mix (C)	47,652.00	8,902.00
P.A. 5	Reimb. contr.-add'l costs for struct. excavation(u)	22,500.00	22,500.00
EWO 5	Adj. Bridge rail (u)	4,800.00	4,800.00
CREDITS:	Asphalt mix price adjustment (u)	<694.46>	<694.46>
	Liquidated damages - 18 days (u)	<2,700.00>	<2,700.00>
		TOTAL	$35,875.54

*Adjusted so "net increase" will be an even number.

Principal reasons for overruns (Continue on reverse side): SEE BACK

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Charles F. Hemenway
Charles F. Hemenway
Resident Engineer

Noted by O. B. [illegible] for
Construction or ~~Bridge~~ Engineer

Confirmed by Bob [illegible]
Regional Engineer

Noted by
Deputy or State Highway Engineer

PRINCIPAL REASONS FOR OVERRUNS:

B.I. 13	Aggregate Shoulders - Aggregate brought onto the project during the fall of 1985 was contaminated over the winter and had to be replaced.
B.I. 14	Class "C" Asphalt Mix - To provide a better alignment, the grades were adjusted, requiring more material.
P.A. 5	Reimburse Contractor For Additional Excavation Costs - In order to reach suitable material for footing, it was necessary to excavate 4.5' below plan elevation. Conditions required additional equipment and work of a substantial nature.
EWO 5	Adjust Bridge Rail - After bridge rail was set, paving grades were adjusted to provide better vertical alignment. This caused the bridge rail to be below standard height.

CL 1986-0313

10,044

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 24 1986
BARBARA ROBERTS
SECRETARY OF STATE

October 21, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,044

Kwik-Way Erosion Control
Company, Inc.
17365 S. Beckman Road
Oregon City, OR 97045

Attention: Joyce McKinney

We have received your letter dated October 15, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Kwik-Way Erosion Control Company, Inc.
AMOUNT:	$850.00
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Gervais Construction, Inc.
CONTRACT NO.:	10,044
PROJECT:	McKenzie Highway at Godard Creek Bridge, Lane County
SURETY:	Safeco Insurance Company of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Gervais Construction, Inc.
5030 Rockdale
P.O. Box 9130
Brooks, OR 97305

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

RECEIVED
OCT 28 1986
COMMISSION ... SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED ON CARD
10-28-86cc

[illegible]

KWIK-WAY EROSION CONTROL COMPANY, INC.
17365 S. Beckman Road
Oregon City, Oregon 97045

October 15, 1986

U. S. Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Attention: Fran Neavoll

To Whom It May Concern:

This letter is to inform you that Gervais Construction Company, 5030 Rockdale, P. O. Box 9130, Brooks, Oregon 97305, have not paid us for the following work on the McKenzie Highway Project at Godard Creek Bridge Section, Project No. 10,044:

Section 681 - Roadside Seeding and Mulching
Labor and Material $850.00
Invoice date - July 24, 1986

Any help you can give us in collecting this past due bill will be appreciated.

Respectfully,

Joyce McKinney

Joyce McKinney
Lee McKinney

P. S.: We may be contacted at the following telephone number: (503) 631-3204.

RECEIVED
OCT 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10-16-86

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

011

10-16-86

PROJECT NAME (SECTION) McKenzie Hwy @ Godard Creek Bridge		CONTRACT NO. C10044
HIGHWAY McKenzie Highway	COUNTY Lane	PREFIX
CONTRACTOR'S NAME AND ADDRESS Gervais Construction P. O. Box 9130 Brooks, OR 97305		F. A. PROJECT NO. HES-28(4) PRICE AGREEMENT NO. P.A. #5

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Reimburse contractor for all additional costs of excavating for Bridge No. 1541A, due to change of conditions.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3005A	Additional Excavation	ALL	L.S.	22,500.00	22,500.00

APPROVED EFFECTIVE DATE 7/23/85
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE DISTRICT ENGINEER
DATE 12/15/86
FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $22,500.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Work was done according to plan as revised 7/18/85. See attached drawing.*

* marked "Attachment A". HG

o.k.
Ken Kamod

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: CONTRACTOR DATE 9-27-86

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER: Charles F. Hemenway DATE 9-26-86

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 10/3/86

NOTED OR APPROVED BY CONSTRUCTION DATE 10-16-86

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

9/13

10

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-28(4)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30141

2A. COUNTY NAME Lane

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 24, 1986

8. FEDERAL ROUTE NUMBER FAP 28

9. STATE ROUTE NUMBER 15

10. GENERAL LOCATION:
McKenzie Hwy at Goddard Creek Bridge

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/19/86 we approve the revised Preliminary Engineering costs to a TEC of $41,280; Federal Funds $37,152.

(Increase TEC $16,280; Federal Funds $14,652)

RECEIVED
STATE HWY ENGR
SEP 26 '86
REFER TO Potter
FOR

Orig. to
9/26

14. DATE 9/25/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30141
Project No. HES-28(4)
McKenzie Hwy. @ Godard Creek Bridge Section
Lane County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

The original estimated cost for activity 903 (Final Design Bridge and Foundation) assumed that a culvert would be adequate at this location. Through the course of development, however, it was found that a structure would be required, and two alternatives werre developed. This, along with foundation difficulties, effected a significant increase in activity 903. Various other activities have either been increased or decreased slightly to reflect actual costs. This is the final request for this project.

The preliminary engineering costs are $41,280.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 3

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

W[illegible]Y REPORT FOR CONSTRUCTION [illegible]ECTS

WEEK ENDING: September 6, 1986

CONTRACT NO: C10044

F.A. PROJECT NO.: HES-28(4)

DATE OF AWARD: May 22, 1985

FIRST NOTIFICATION DATE: June 18, 1985

ESTIMATED DATE OF COMPLETION, OR: April 30, 1986

SECOND NOTIFICATION DATE AND: July 23, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: September 2, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100

PROJECT NAME (SECTION): McKenzie Highway @ Godard Creek Bridge Report #52

HIGHWAY: McKenzie

COUNTY: Lane

CONTRACTOR: Gervais Construction

KIND OF WORK: Grading Paving Structures

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 365,811.98

ESTIMATED PROJECT COST $ 360,991.43

ESTIMATED PERCENT OVERRUN/UNDERRUN 0.8%

ENGINEERING

AUTHORIZATION $ 51,470.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 49,300.00

PERCENT OF AUTHORIZATION 95 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	10/30/85	166	184	110	no
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	4,505 cy	4,400 tn	1,250 tn			
EST. CORRECTED QUANTITIES	4,081 cy	4,300 tn	1,537 tn			
EST. PERFORMED TO DATE	4,081 cy	4,300 tn	1,537 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

SUNDAY: No activity

MONDAY: No activity

TUESDAY: No activity

WEDNESDAY: No activity

THURSDAY: No activity

FRIDAY: No activity

SATURDAY: No activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-final submitted to Region 9/2/86
This will be the last report

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Charles F. Hemenway

Charles F. Hemenway

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,047

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 21, 1986

In Reply Refer to
File No.:
CON 5
10044

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-28(4)

Contract 10044, Work Completed July 23, 1986

Project McKenzie Highway at Godard Creek Bridge

Highway McKenzie

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 7-23-86

213

for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
AUG 25 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

NOTED
LARRY RULIEN

RECEIVE
AUG 22 1986
OREGON DIVISION

CPC/FL4

734-2023 (2-85)

10

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JUL 31 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8/8

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

7-23

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Bob Aldrich, Chuck Hemenway, Larry Asburry & Don Curzon; OSHD			
DATE OF INSPECTION 7-23-86	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-28(4)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK See Comments Below	TIME ELAPSED 130 %	WORK COMPLETED 99 %

MC KENZIE HWY @ GODARD CREEK
MC KENZIE HIGHWAY
Grading, Paving & Structure

NOTED
W. E. SCHWARTZ

This project provided for the construction of a 36 foot wide by 16 foot long bridge along with necessary roadbed grading, treated base and asphalt concrete pavement on the approaches. A contract in the bid amount of $265,666.50 was awarded Gervais Construction, Inc., Brooks, Oregon on 5-22-85. Contract work began on 6-18-85 and was completed in reasonably close conformance with the approved plans and specifications, except as noted below at a final estimated cost of $355,084.05 which includes $271,262.65 for bid item work, $29,933.85 for work completed under approved price agreements, $596.65 for approved force account work, $6,642.00 for State Force work, $4,651.10 credit for liquidated damages and $51,300.00 for construction engineering.

The original contract allowed 140 calendar days to complete the work. A 26 calendar day time extension was approved by the State on 6-26-86 leaving 18 calendar days for which $2,700 in liquidated damages have been assessed to date. The contractor has submitted a request for additional contract time which is currently being reviewed by the State. Project records indicate that all materials incorporated into the work were tested or field inspected in conformance with approved procedures and were found to be in reasonably close conformance with specification requirements except for a portion of the AC mix which failed to meet gradation and asphalt content requirements. Liquidated damages in the amount of $1,951.10 have been assessed in accordance with established procedures for these minor deficiencies.

All major significant overruns and underruns will be discussed in the Final Acceptance Report. The contractor has requested additional payment in the amount of $32,000 covering the cost of excavating below planned elevation. The State is evaluating this request and believes that approximately one third of the cost claimed by the contractor may be justified.

During the inspection it was noted that the guardrail on the south side of the structure was approximately 3 inches lower than required by the Standards. The State will require the contractor to raise this rail to the standard height prior to final acceptance of the contract work.

- WNB -

Form **FHWA-1446A**
(Rev. 2-84)

June 26, 1986

Gervais Construction Co., Inc.
P. O. Box 9130
Brooks, OR 97305

CON 5
10044

Re: Time Extension Request
Godard Creek Bridge
Contract No. 10044
FAP No. HES-28(4)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 21 calendar days is granted due to the additional work performed under Price Agreement No. 1 and the resultant effect on the paving work. Also, a contract time adjustment of an additional five (5) calendar days is granted for the fence installed as extra work.

The adjusted contract time of completion of this project is 166 calendar days. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Charles Hemenway.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
James Gix w/att.
Charles Hemenway w/att.
FHWA w/att.
Bruce Walton

TE/279

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: May 29, 1986

FROM: W. J. Quinn by Bob Ald
Region Construction Engineer

SUBJECT: Time Extension Request
McKenzie Hwy. @ Godard Cr. Br.
Contract No. 10044
Lane County

I have reviewed the contractor's request for a time extension on subject project and I recommend we grant a 26-day time extension.

The contractor was delayed 11 days at the begining of the job while excavating for the footings. This delay caused the paving to be scheduled during a time of unfavorable weather conditions in November. Ten days were charged to the contractor while waiting for good weather in November. I feel the contractor is entitled to get these ten days back. ✓

] P.A. No. 1

Finally, an extra work order was written to install a fence which was not included in the project but was included in a right-of-way agreement. A 5-day time extension is needed to install the fence.

wjq/ba

Attach.

cc: C. Hemenway

6-25-86

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 26 C. D.

RECEIVED
JUN 05 1986
CONSTRUCTION
SECTION

CE ..... CAE .....
COE ___ OM ___
OE ________
CA ________
CAM ________
BO ________

SPC ..... TC .....
SA ___ CC .....
PE ___ CP .....
PQC ________
QCS ________
FILE ________

925-1387

10,011

HIGHWAY DIVISION - LOCATION UNIT (READ AND CREATE FROM LOCSIN.GE) PRO 6

Don Trout
Project Unit Engineer

DATE May 12, 1986

Bob Pool
Location Engineer

McKenzie Hwy @ Godard Creek Br.
McKenzie Hwy.
Lane County
EA No C020-1913
Project No HES-28(4)

__ The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

-- OR --

__ The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:

The original estimated cost for activity 903 (Final Design Bridge and Foundation) assumed that a culvert would be adequate at this location. Through the course of development however it was found that a structure would be required, and two alternatives were developed. This along with foundation difficulties effected a significant increase in activity 903. Various other activities have either been increased or decreased slightly to reflect actual costs. This is the final request for this project

The preliminary engineering costs are $ 41,280 .

Attached is an itemization by P.E. activity

RCP:PDS:ge
Attachment

cc ____________________ w/att
Dick Singer w/att

AUTHORIZATION NO. 2

DATE: 5-9-86

SECTION: Mckanzie Hwy @ Godard Cr. Br
HIGHWAY: Mckanzie
COUNTY: Lane
PREFIX: C020-1913
F.A. NO: HES-28 (4)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 7,000	00	$ 9,250	00
901 Project Engineering Other Offices	N/A				
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74	4,000	00	13,170	00
	7420				
		3,000	00	3,980	00
904 Preliminary Design	7110				
905 Final Design	73	3,750	00	3,740	00
906 Redesign	73				
907 T.P.D.T. Design	73	1,250	00	1,240	00
908 Field Testing		500	00	1,060	00
909 R/W Descriptions	7111	500	00	1,990	00
910 R/W Maps	7111	1,500	00	1,500	00
911 Sign And Signal Design	76	200	00	0	00
	76				
		500	00	0	00
912 Railroad Maps	7362				
913 R/W Liaison		500	00	120	00
914 Utility Liaison	7783	200	00	150	00
		500	00	980	00
915 Landscape Design	7114				
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06	200	00	100	00
921 Specifications And Estimates	7200	3,000	00	1,200	00
923 Environmental Studies	75	500	00	150	00
	75				
		100	00	0	00
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	1,000	00	350	00
934 Geotechnical Investigation	7120	800	00	0	00
937 Hydraulic Studies	7143	1,500	00	1,140	00
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	450	00	820	00
964 Prepare Permits	7000	150	00	150	00
980 Conduct Public Hearing	N/A				
020 Training	N/A			190	00
050 Audit Services	0500				
		$ 31,100	00	$ 41,280	00

* Amounts shown converted from function amounts that were previously given for this project.

+10,180

V.O. 11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: January 9, 1986

TO: Oregon Transportation Commission

CON 5

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
McKenzie Hwy. @ Godard Creek Bridge Section
McKenzie Highway, Lane County
Contract No. 10044

This federal aid bridge construction project is nearing completion and it now appears that the final cost will exceed the project authorization by $59,400 or 19 percent.

Excavation to the planned elevations revealed unsuitable material at both bents and it was necessary to go deeper and to backfill with a lean concrete mix to provide adequate bearing strength to carry the structure. Since the excavated material was also not suitable for backfilling of the excavation, it was necessary to import a granular material for this purpose. This extra work added more than $29,000 to the cost of the project.

The project is located on a sharp curve and the proper protection of the travelling public and of workers on the project required more flagging than was anticipated, overrunning the estimated amount by more than $5,000.

It was found that some fencing work and one culvert had been omitted from the plans, and were required to properly complete the project. Also, temporary barrier was substituted for permanent rail shown on the plans in order to provide adequate clearance for traffic. These additions and modifications added approximately $4,900 to the project cost.

Construction engineering charges will overrun considerably because of the cost of making the design changes and of properly monitoring, inspecting, and documenting the additional work.

There are sufficient funds available in the category of work and all the increase except $4,320 is eligible for federal participation.

I recommend that the authorization be increased by $59,400 to a new total of $365,811.98. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
McKenzie Hwy. @ Godard Creek Bridge Section
McKenzie Highway, Lane County
Contract No. 10044

This federal-aid bridge construction project is nearing completion and it now appears that the final cost will exceed the project authorization by $59,400 or 19 percent.

Excavation to the planned elevations revealed unsuitable material at both bents and it was necessary to go deeper and to backfill with a lean concrete mix to provide adequate bearing strength to carry the structure. Since the excavated material was also not suitable for backfilling of the excavation, it was necessary to import a granular material for this purpose. This extra work added more than $29,000 to the cost of the project.

The project is located on a sharp curve and the proper protection of the travelling public and of workers on the project required more flagging than was anticipated, overrunning the estimated amount by more than $5,000.

It was found that some fencing work and one culvert had been omitted from the plans, and were required to properly complete the project. Also, temporary barrier was substituted for permanent rail shown on the plans in order to provide adequate clearance for traffic. These additions and modifications added approximately $4,900 to the project cost.

Construction engineering charges will overrun considerably because of the cost of making the design changes and of properly monitoring, inspecting, and documenting the additional work.

There are sufficient funds available in the category of work and all the increase except $4,320 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $59,400. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
B. M. Walton
C. F. Hemenway
D. L. Trout

81-125-1387

10044 (HES-2814)

APPROVED BY
OREGON TRANSPORTATION COMMISSION
DATE JAN 21 86

Form E-373 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project McKenzie Highway at Godard Cr. Bridge Date 10-22-85

Highway McKenzie Contract No. C10044

County Lane Kind of Work Bridge Const. Contractor Gervais

	Authorized	Estimated
Contract Amount	$265,666.50	$272,091.50
Anticipated Items	4,300.00	8,942.00
Contingency (4½%)	12,148.49	~~33,230.00~~ 33,308.48
Engineering	24,296.99	51,470.00
Credits		
PROJECT COST	306,411.98	~~365,733.50~~ 365,811.98

NET INCREASE $ ~~59,321.52~~ 59,400.00 OR 19.4 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
P. A. #1	4 sack concrete & 6"-0 Aggr. for backfill (u)	$24,900	$ +24,900
P. A. #2	Flagging beyond bid quantity (u)	5,055	+ 5,055
P. A. #3	Extra Fence 1000' (u)	2,500	+ 2,500
B. I. #5	Temp. concrete barrier (c)	4,025	+ 1,575
B. I.#13	Aggr. base (c)	9,000	+ 500
B. I.#39	Structure Excavation (c)	4,500	+ 1,670
B. I.#40	Structure Exc. below grade (c)	3,180	+ 2,680
EWO #2	12" Pipe 30' (u)	425	+ 425
EWO #3	Guard rail connectors (u)	350	+ 350
SFO #1	Relocate power - EWEB (A)	6,642	+ 4,642
-	Engineering (u)	51,470	+27,173
	TOTAL		71,470

Principal reasons for overruns (Continue on reverse side): See attached sheet

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Byron C. for Charles F. Hemenway
Resident Engineer

Noted by O. B. Jackmond
for Construction or Bridge Engineer

Confirmed by
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP*68727-734

Godard Cr. Bridge
C10044
Nov. 25, 1985

PRINCIPAL REASONS FOR OVERRUNS

P. A. #1, B. I. #39, B. I. #40

In order to reach suitable material for footing it was necessary to excavate approximately 3.5 ft. below plan elevation. This necessitated moditying bents. Existing material surrounding excavation was unsuitable for backfill. 6"-0 material will be used to provide solid backfill for footings.

P. A. #2

Project is located on a sharp curve on a high traffic volume secondary highway in order to provide for safe flow of traffic and the safety of workers more flagging was needed.

P. A. #3

Additional 1000 linear feet of fence was called for by right of way obligation but not indicated on project plans.

B. I. #5 and EWO #3

Additional temporary barrier was used during the detour stage of construction. This was needed because permanent rail as shown on plans would not allow adequate horizontal clearance while traffic was using detour. This also necessitated temporary connection of bridge rail to temporary barrier under Extra Work Order #3.

EWO #2

Project plans made no provision for culvert pipe under road approach which blocked existing drainage.

Engineering

Extensive design changes, both by field and design unit in Salem, were necessitated by unsuitable material on which to place footings. This and other problems have resulted in extra time being used by the contractor to complete the project. Contract at this time is 26 days in excess of allotted contract time.

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Godard Creek		CONTRACT NO. C10044
HIGHWAY Mc Kenzie	COUNTY Lane	PREFIX
CONTRACTOR'S NAME AND ADDRESS Gervais Construction P. O. Box 9130 Brooks, Oregon 97305		F. A. PROJECT NO. HES 28 (4) PRICE AGREEMENT NO. 1

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Furnish and install 4 sack concrete backfill and 6"-0 Backfill as per attached drawing at Bent #1 and #2.

Increase quantities under B.I. 39 "Structural Exc." and B.I. 40 "Structural Exc. below elevation shown".

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3001 A	6"-0 Backfill	900	Tons	11.00	9900.00
3001 B	4sack Concrete	90	c.y.	125.00	11,250.00
3001 C	Increase Struct. Exc. B.I. #39 Increase Struct. Exc. below Elev. shown B.I. #40				

APPROVED EFFECTIVE DATE 2/23/85
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE DISTRICT ENGINEER
DATE 12/15/86
FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 21,150.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Material to be installed as per attached drawing. 6"-0 material that contacts Bents shall be placed in a manner so as not todamage concrete or place point of load on bents

6"-0" to be accepted on visual inspection.

4 sk lean Concrete to be a Commercial Mix and shall have a min. of 1700 psi 28 day strength.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: 8-29-85
CONTRACTOR DATE

APPROVAL RECOMMENDED BY ~~LOCAL AGENCY~~ DATE
9/23/85

SUBMITTED BY PROJECT MANAGER DATE
Charles F. Hemenway 8-26-85

APPROVAL RECOMMENDED OR ~~APPROVED~~ BY REGION DATE
9/4/85

NOTED OR APPROVED BY CONSTRUCTION DATE
SEP 24

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

725

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Wallace N. Bryant, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Television Cable Relocation
Cableview Television, Inc.
McKenzie Hwy. @ Godard Creek Bridge
McKenzie Highway
Lane County
Project No. HES-28(4)

Confirmation of your verbal authorization for Cableview Television, Inc. to proceed with the relocation of their aerial television cable facilities in conflict with this project as of June 6, 1985 is requested. An estimate of cost is being prepared by Cableview Television. Preliminary estimate of cost is $400. This estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 6, 1985 is approved

Wallace N Bryant
Wallace N. Bryant, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
James Gix
D. W. Greene
J. E. Christopherson

Form 734-3122

June 4, 1985

Gervais Construction, Inc.
5030 Rockdale
P. O. Box 9130
Brooks, OR 97305

CON 5
#10,044

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,044 for work on the McKenzie Highway at Godard Creek Bridge Section in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

elp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene

GERVAIS CONSTRUCTION CO.
GENERAL CONTRACTORS
~~5655 Forschweiler Lane — Woodburn, Oregon 97071~~
P. O. Box 9130
Brooks, OR 97305
Equal Employment Opportunity Employer

TELEPHONE
792-3595
393-0757

May 13, 1985

Oregon State Highway Division
Commission Serivces

RE: McKenzie highway @ Godard Creek Bridge

To Whom it May Concern:

Gervais Construction intends to subcontract the following items to Arrow Brothers Corporation to partially fullfill the 7% DBE goals.

Bid Item	Quanity	Unit	Unit Price	Amount
#16	225	LF	$ 17.00	$ 3,825.00
#17	100	LF	31.00	3,100.00
#18	4	ea	350.00	1,400.00
#19	4	ea	80.00	320.00
#24	10	ea	22.00	220.00
#25	4	ea	12.00	48.00
		Total		$ 8,913.00

We also intend to use ourself to fullfill the rest of the DBE goal on the following items:

Bid Item	Quanity	Unit	Unit Price	Amount
#38	All	LS	$ 6,500.00	$ 6,500.00
#41	All	LS	23,000.00	23,000.00
		Total		$29,500.00

For the WBE goal of 1% we are using Washington County Fence to fullfill this goal on the following items:

Bid Item	Quanity	Unit	Unit Price	Amount
#20	1500	LF	$ 1.70	$ 2,550.00
#21	1	ea	350.00	350.00
		Total		$ 2,900.00

This makes our total DBE amount of $38,413.00 or 14% and our WBE amount of $2,900.00 or 1.1%.

Truly,

Casandra G. Ross, Pres.

Casandra G. Ross, President
GERVAIS CONSTRUCTION, INC.

kg

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

10,044

Con 21-4
McKenzie

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: May 22, 1985

McKenzie Hwy
@ Godard Cr.

FROM: H. S. Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 9, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened May 9, 1985 on the following projects:

1. Clackamas Highway-Clackamas Bridge
   Pacific Highway East, Clackamas County
   A.C. Pavement and Oiling
   Overlay

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Jct. Mt. Hood Highway-Timberline Lodge
   Timberline Road, Clackamas County
   A.C. Pavement and Oiling

   Same as No. 1.

3. River Road-East Portland Freeway
   Clackamas Highway, Clackamas County
   A.C. Pavement and Oiling
   Overlay

   Same as No. 1.

4. S.E. Sunnyside Road @ S.E. 82nd Avenue
   Sunnyside Road, Clackamas County
   Grading, Paving and Signals

   Sidewalk and pedestrian signals to be provided on this project.

5. Cline Falls-Newcomb Road
   Cline Falls Highway, Deschutes County
   A.C. Pavement and Oiling
   Overlay

   Same as No. 1.

Contains Recycled Materials

6. Yew Avenue-Sturgeon Road
   Redmond-Bend Highway, Deschutes County
   A.C. Pavement and Oiling

   Same as No. 1.

7. Lyle Gap-Madras
   The Dalles-Caliofrnia Highway, Jefferson County
   A.C. Pavement and Oiling

   Same as No. 1.

8. McKenzie Highway @ Godard Bridge
   McKenzie Highway, Lane County
   Grading, Paving and Structure

   Six-foot bike lane/shoulders will be provided.

9. District 14 Paving Project
   Central Oregon Highway, Malheur County
   A.C. Pavement and Oiling
   Overlay

   Same as No. 1.

10. Hawthorne Avenue @ Center Street (Salem)
    Hawthorne Avenue, Marion County
    Grading and Paving

    Five- and six-foot sidewalks and pedstrian signals will be provided.

11. Lancaster Drive N.E.-Lardon Road N.E. (Salem)
    Silverton Road, Marion County
    Grading and Paving

    Five-foot bike lanes, six-foot sidewalks, crosswalks and pedestrian signals will be provided.

12. Marquam Bridge-S.W. Haines Road
    Pacific Highway, Multnomah County
    Grading, Paving and Structures

    Interstate restoration pursuant to ORS 483.041 non-motorized traffic prohibited from this section of freeway.

13. Project Withdrawn

14. Church Street (Multnomah)-South Fork Ash Creek
    Pacific Highway West, Polk County
    A.C. Pavement and Oiling
    Overlay

    Same as No. 1.

15. Sherwood-Rex (Southbound)
    Pacific Highway West, Washington County
    A.C. Pavement and Oiling

    Same as No. 1.

16. Project Withdrawn

17. Balm Creek Culvert
    John Day Highway, Wheeler County
    Earthwork and Drainage
    Culvert Replacement

    Same as No. 1.

18. Dry Gulch Bridge
    John Day Highway, Wheeler County
    Structure
    Structure Replacement

    Same as No. 1

19. Circle Creek-Silver Point
    Oregon Coast Highway, Clatsop County
    Paving
    Overlay

    Same as No. 1.

20. Project Posponed.

RPS:ge
cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,044

Posted KS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

5-16-85

1P

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) Eugene Water & Electric Board	FUNCTION NO. ("SFO") ORDER NO. 285 — 01 ✓
PROJECT NAME (SECTION) McKenzie Hwy @ Godard Creek Bridge	CONTRACT NO. 10,044
HIGHWAY McKenzie — COUNTY Lane	PREFIX 20-1002
	F.A. PROJECT NO. HES-28(4)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Relocate electric pole line that is in conflict with proposed Bridge Construction Plans.

ESTIMATE OF QUANTITIES AND COSTS:

Total lump sum cost.......... $6,642.00

EXPLANATION:

Relocation of electric lines is required because of bridge replacement and realignment of the highway as shown on project plans.

SUBMITTED BY J. E. Christopher DATE 3-22-85 TITLE Reg Util Specialist	APPROVAL RECOMMENDED OR ~~APPROVED~~ BY REGION W. J. Quinn DATE 4/19/85
APPROVAL RECOMMENDED BY DATE TITLE Utility Relocation Coordinator	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE MAY 16

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

672

10,044

CON 21-4

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-28(4) McKenzie

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-285

4. PROGRAM NO.

5. ITEM NO.
30141

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
4-26-85

8. FEDERAL ROUTE NUMBER
Primary 28

9. STATE ROUTE NUMBER
Primary 15

10. GENERAL LOCATION:
McKENZIE HIGHWAY AT GODDARD CREEK BRIDGE

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's May 1, 1985 letter, this will confirm the advance approval date of April 26, 1985 to proceed with the adjustments to Eugene Water and Electric Board's aerial power line relocation. Reimbursement on an actual cost basis estimated to be $6,535/Federal Funds $5,881.50 is approved, contingent upon modification of Project Agreement if additional funds are required.

The Agreement with Eugene Water and Electric Board is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STAT HWY ENG
MAY 8 '85
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act Fil

Orig 5/8

14. DATE
5/7/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,044

CON 27-4t
McKenzie

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 1, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Eugene Water & Electric Board
McKenzie Hwy. @ Godard Creek Bridge
McKenzie Highway
Lane County
Project No. HES-28(4)

Here is a copy of a lump sum estimate of cost to adjust Eugene Water & Electric Board's aerial power line facilities dated August 7, 1984, and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the Board's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Board dated March 21, 1985 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Board's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 26, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,535.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
J. E. Christopherson

RECEIVED
STATE HWY ENGR
MAY 3 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

10,044

CON 21-[illegible]
McKenzie

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 26, 1985

In Reply Refer to
File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Wallace N. Bryant, Area Engineer

Jack M. Cartwright
FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Eugene Water & Electric Board
McKenzie Hwy. @ Godard Creek Bridge
McKenzie Highway
Lane County
Project No. HES-28(4)

NO[illegible]
E S [illegible]

RECEIVED
STATE HWY ENGR
APR 30 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Confirmation of your verbal authorization for Eugene Water and Electric Board (EWEB) to proceed with the relocation of their aerial power line facilities in conflict with this project as of April 26, 1985 is requested. An estimate of cost has been received from EWEB in the amount of $6,642. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 26, 1985 is approved

Wallace N Bryant
Wallace N. Bryant, Area Engineer

RECEIV
APR 29 1985
RR & UTILITY UNIT

JMC:jr
cc: E. S. Hunter ✓
Don Trout
Pete Gonzalez
James J. Gix
Douglas W. Greene
J. E. Christopherson

Form 734-3122

10,041

Con 2-4t
McKenzie

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-28(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30141

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER Primary 28

9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:
McKENZIE HIGHWAY AT GOODARD CREEK BRIDGE

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 4-15-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $257,314; Federal Funds $230,581.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,6[illegible]

Lane County 4/17/85
Goddard Creek
[illegible]

Trzesky

```
              CHS FORMULA FOR COST DETERMINATION OF FACILITIES

                 W30  AUG 7, 1984 VERSION  JON WOLLANDER

         INPUT DATA:

          <--MATERIAL--->
           2%   18%    0%    LABOR   EQMT   ENGR %

E  PRESENT   0  1503 ✓   0    2196 ✓  563 ✓  2.0
    COSTS

S  SALVAGE   0   452 ✓   0
    MATL.
                                      247
R  REMOVAL                    1017 ✓ ~~347~~  2.0
    LABOR

   AGE      11
   (IN YEARS)

   REQUIRED  0     0     0      0      0      .0
   CHANGES

N  CUSTOMER  0  1933   138    2805 ✓  722    2.0
   CHANGES

F  'NORMAL'  0  1503     0    2196 ✓  563 ✓  2.0
   FACILITIES



        CHS FORMULA FOR COST DETERMINATION OF FACILITIES

         DEPREATION RATE (ST. LINE) = 3.5% PER YEAR

         LABOR OVERHEAD = 54.0 %

              $    6066 = NONDEPRECIATED PRESENT VALUE

        AGE OF FACILITY = 11   YEARS

              $    4857 = EST. ORIGINAL COST

        +E = +$    2987 ✓= DEPRECIATED PRESENT VALUE
        +R = +$ 1923 ~~2030~~ = REMOVAL COST
        +N = +$    7914 ✓= NEW FACILITY REQUEST BY CUSTOMER
        -F = -$    6066  = NEW FACILITY @ NORMAL EWEB COSTS
        -S = -$     223  = DEPRECIATED SALVAGE VALUE
             -----------
              $    ~~6642~~ = NET COST TO CUSTOMER
                   6535
```

2½% per year (for inflation)

3½%/yr (for depreciation)

Lump Sum

D. 1-15

APPROVED Date 4/30/85
IN COMPLIANCE WITH
ACCOUNTING PROCEDURES
R L Evans
Utility Auditor
W. Ell
Asst. Controller

E & F

```
W31      JRW    VERSION: AUG 7,1984

P.A. CALC. FOR ELECT. DIST.


        ***  GODARD CREEK POLE RELOCATION (E) - OH ELECTRIC  ***

INPUT DATA:

   <---- MATL. ---->      <---- LABOR--->   <- EQMT.->  SALVAGE
    2%    18%     0%        EWEB  CONTRACT   EWEB   RENT          % ENGR.

    0    1503     0         2196      0       563      0       0    2.0


     LABOR         !       MATERIAL          !   EQMT
                   !                         !
--EWEB--CONTRACT---!---2%-----18%---DIRECT---!-EWEB---RENT--
                   !  TRANS.  MATL.  PURCH   !
                   !                         !
--------------------------------------------------------------
  2196         0   !     0   1503        0   !  563      0
                   !                         !
--------------------------------------------------------------
TOTAL       2196 ✓ !                  1503 ✓ !          563 ✓
                   !                         !
OVERHD      1186 ✓ !                   271   !
(54.0 %)           !                         !
                   !                         !
--------------------------------------------------------------
SUBTOT      3382 ✓ !                  1774   !          563 ✓   = 5719

 ENGR. ( 2%) 5719   114✓

 4%ADM.      5833   233 ✓

--------------------------
 GRAND TOTAL        6066 ✓

    LABOR M.H. =  141 HOURS
    ENGR. M.H. =    5 HOURS
                  ------
    TOTAL M.H. =  146 HOURS


          ENGR. $/HR. = $ 15.41    (NOT INCL. OVERHEAD)

          (EWEB LABOR OVERHEAD PERCENTAGE RATE = 54    %
```

POLES 10757
2 K2 & 10758

EUGENE WATER & ELECTRIC BOARD
Overhead Distribution Estimate

GODDARD CREEK Pole Relocation

SK#: D13985-8
IR#: 7727
PA#:
DATE: 3-26-85
BY: GB

ACTUAL COSTS
(WITH OVERHEADS, ETC.)

ATERIAL REQUIRED:
.EPORTS REQUIRED? MONTHLY ☐ FINAL ☐
ON NMS YES ☐ NO ☐
DATE ______ BY ______

ECTRIC MATERIAL ITEMS (18%)		Assembly Number	QUANTITY	UNIT COST	TOTAL COST	QUANTITY	TOTAL COST
ervice Hdwe. - Complete Assembly							
uy Hdwe. - Complete Assembly							
nd. Hdwe. - Complete Assembly							
le Hdwe. - Complete Assembly	12KV 3φ	800356	3	38.98	117		
32- Pole							
82-4510 Pole	75' CL 2		3	170.74	512		
Pole							
6- Anchor							
Anchor							
08-1710	CROSS ARM 8x4x5		4	13.46	54		
8-1700 Cross Arm	5.5x4x5		1	10.16	10		
2- Guy Wire							
0-1310 Insulator, Pin			6	2.10	13		
Insulator, Bell							
0-1210 Pin, Insul. 5/8"	ANGLE		6	6.70	40		
Pin, Insul. Pole Top							
2- Clevis							
8-2310 Clamp, Suspen.	4/0 ACSR		3	8.56	26		
2- D.E., Quick Slip Thru							
D.E., Bolt Clamp							
8- Hot Tap							
8- Splice							
4-2050 Conductor, Bare	4/0 ACSR		395'	.27'	107		
34-1030	556 AAC		1160'	.50'	530		
6- Conductor, Insul.							
4-1220 Line Guard			9	6.62	60		
0- Cut Out							
34-4220	TIE WIRE AL.		90'	.15'	14		
2- Switch, 600 Amp							
0- Arrester							
6- Bracket, Transformer							
Total 18% Items					(B) 1503		
RECT PURCHASE ITEMS (0%)							
Traffic Control							
Total 0% Items					(D)		
ANSFORMER ITEMS (2%)							
6- kVA							
6- kVA							
6- kVA							
Meter							
Total 2% Items					(A)		

3-67445
BDE513-1

02/01/84

ELECTRIC

APPROVED AS PREPARED, EXCEPT AS AMENDED BY Vern Sherrer

OVERHEAD LABOR & EQUIPMENT COSTS

DATE ______________

DESCRIPTION	UNIT	(A) MH/UNIT	(B) COST	(C) ADJUST	(D) QUANTITY	(AxCxD) MNHRS	(BxCxD) COST	CONSTRUCTION SUPERVISO QUAN	MNHRS	COS
CONSTRUCTION LABOR										
(A) Poles & Anchors										
Pole, Wood - Install	EA.	10.0	158.00		3	30	474			
Pole, Wood - Removal	EA.	6.0	95.00							
Pole Frame - Install	Per Pole	4.5	71.00		3	13.5	213			
Pole Frame - Remove	Per Pole	.8	13.00							
Anchor Install - All	EA.	4.1	65.00							
Anchor Remove - All	EA.	2.0	31.60							
(B) Conductor										
Pri-All-Install (Add 75% for 556)	FT.	.03	.47	×1.75	1180	62	971			
Neutral-All-Install	FT.	.03	.47		395	12	186			
Sec-All-Install	FT.	.03	.47							
Conductor Spread	Per Pole	6.4	101.00							
Conductor-Remove (1/0 CU and larger)	FT.	.02	.31							
Conductor-Remove (#2 ACSR and smaller)	FT.	.01	.16							
Dead Ends-Hot-4/0 up	EA.	2.7	43.00							
(C) Transformers & Misc.										
Transf. All - Install	EA.	6.2	98.00							
Transf. Relocate	EA.	5.3	84.00							
Transf. Remove	EA.	4.5	71.00							
Cutouts - Install	EA.	1.5	24.00							
Cutouts - Remove	EA.	.7	11.00							
Disconnects - Install	EA.	2.7	40.00							
(D) Services & Meters										
Meter-C.T.-Install	EA.	7.1	127.00							
Service - Install (1/0 Quad & smaller)	EA.	2.8	47.00							
Service - Install (4/0 Quad & larger)	EA.	4.2	71.00							
Service - Remove	EA.	1.0	17.00							
Service - Relocate	EA.	1.7	29.00							
Primary Metering-Install	EA.	20.0	316.00							
(E) Street Lighting										
Light Fixt. - Install	EA.	4.1	66.00							
Light Fixt. - Remove	EA.	1.7	28.00							
Light Fixt. - Relocate	EA.	2.2	36.00							
Duplex - Install	FT.	.02	.32							
Duplex - Remove	FT.	.01	.16							
(F) Tree Clearing										
Removal, Large	EA.	15.0	221.00							
Removal, Large, Climb	EA.	24.0	354.00							
Trim, Large	EA.	9.0	133.00							
Trim, Large, Climb	EA.	15.0	221.00							

(Engineering Percentage 7% OH Sub, Apts & Comm. - [✓ 2% Feeders] - 14% OH Rural Extension) (G)

	MNHRS	COST
Sub Total A through F	117.5	1844
Travel Time M. Hrs. Total M. Hrs. A-F ______ x ______ % (Urban - 17%, [✓ Walterville - 20%,] Leaburg - 25%) =	23.5	
Travel Cost $ - Travel M. Hrs. 24 x $14.66 =		351.8
Sub Total A through G	141	2195.8

(H) Construction Supervision

Supervision Cost $ - 8% x Total Cost A-G ______________ =

Supervision M. Hrs. - Super. Cost ______________ ÷ $19.22 =

TOTAL CONSTRUCTION LABOR A THROUGH H (H) 141 (E) 2196

EQUIPMENT COST

Equipment Cost - Total Const. M. Hrs. (A) 141 x $3.99 (F) 563

S) SALVAGE

ELECTRIC

EUGENE WATER & ELECTRIC BOARD
Overhead Distribution Estimate

PROJECT: Godard Greek Pole Relocation
DATE MATERIAL REQUIRED:
ARE REPORTS REQUIRED? MONTHLY ☐ FINAL ☐

SK#: D13985 . 0
IR#: 7727
PA#:
DATE: 3-26-85
BY: SB
ON MMS YES ☐ NO ☐

ACTUAL COSTS
(WITH OVERHEADS, ETC.)
4/85
DATE ______ BY ____

ELECTRIC MATERIAL ITEMS (18%)		Assembly Number	QUANTITY	UNIT COST	TOTAL COST	QUANTITY	TOTAL COST
Service Hdwe. - Complete Assembly							
Guy Hdwe. - Complete Assembly							
Grnd. Hdwe. - Complete Assembly							
Pole Hdwe. - Complete Assembly	RKW 3ϕ LINE	800356	3	38.98	117 ✓		
482- Pole							
Pole							
Pole							
406- Anchor							
Anchor							
408- Cross Arm							
462- Guy Wire							
470-1310 Insulator, Pin	†		6	2.10	13 ✓		
Insulator, Bell							
480- Pin, Insul. 5/8"							
Pin, Insul. Pole Top							
180-1210 ANGLE PINS			6	6.70	40 ✓		
32- Clevis							
28-2310 Clamp, Suspen.	4/0 ACSR		3	8.56	26 ✓		
52- D.E., Quick Slip Thru							
D.E., Bolt Clamp							
28- Hot Tap							
88- Splice							
34-2050 Conductor, Bare	4/0 ACSR - 375' =		109# @	.19# =	21		
34-1030 556 AAC	- 1125' =		588# @	.40# =	235		
36- Conductor, Insul.							
54- Line Guard							
50- Cut Out							
92- Switch, 600 Amp							
10- Arrester							
16- Bracket, Transformer							
Total 18% Items					(B) 452		
IRECT PURCHASE ITEMS (0%)							
Traffic Control							
Total 0% Items					(D)		
RANSFORMER ITEMS (2%)							
96- kVA							
96- kVA							
96- kVA							
Meter							
Total 2% Items					(A)		

53-67445
080E513-1

02/01/84

N

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W31     JRW    VERSION: AUG 7,1984

P.A. CALC. FOR ELECT. DIST.


        ***  GODARD CREEK POLE RELOCATION -O.H. ELECTRIC  ***

INPUT DATA:

   <---- MATL. ---->      <---- LABOR--->    <- EQMT.->  SALVAGE
     2%    18%      0%       EWEB  CONTRACT   EWEB   RENT            % ENGR.

     0   1933     138       2805       0      722       0       0     2.0


      LABOR          ¦        MATERIAL        ¦   EQMT
                     ¦                        ¦
-----------------------------------------------------------------
  EWEB  CONTRACT ¦     2%    18%  DIRECT¦ EWEB  RENT
                 ¦   TRANS.  MATL. PURCH¦
                 ¦                      ¦
-----------------------------------------------------------------
  2805 ✓        0 ¦     0   1933 ✓  138 ✓¦ 722 ✓    0
                 ¦                      ¦
TOTAL       2805 ✓¦                2071 ✓¦             722 ✓
                 ¦                      ¦
OVERHD      1515 ✓¦                 348 ✓¦
(54.0 %)         ¦                      ¦
                 ¦                      ¦
SUBTOT      4320 ¦                2419 ✓¦             722 ✓          7461
 ENGR. ( 2%) 7461    149 ✓

 4%ADM.     7610    304 ✓
 ----------------------------
 GRAND TOTAL         7914 ✓

     LABOR M.H. =  181 HOURS
     ENGR. M.H. =    6 HOURS
                   ------
     TOTAL M.H. =  187 HOURS


        ENGR. $/HR. = $ 15.41    (NOT INCL. OVERHEAD)

        (EWEB LABOR OVERHEAD PERCENTAGE RATE = 54    %
```

N

ELECTRIC

EUGENE ER & ELECTRIC BOARD
Overhead Distribution Estimate

ROJECT: GoDard Cr. Pole Rc'D.
ATE MATERIAL REQUIRED:
RE REPORTS REQUIRED? MONTHLY ☐ FINAL ☐

SK#: D13985-E
IR#: 7727
PA#:
DATE: 3-27-85
BY: SB
ON MMS YES ☐ NO ☐

5/85

ACTUAL COSTS
(WITH OVERHEADS, ETC.)
DATE ______ BY ______

	LECTRIC MATERIAL ITEMS (18%)		Assembly Number	QUANTITY	UNIT COST	TOTAL COST	QUANTITY	TOTAL COST
	ervice Hdwe. - Complete Assembly							
	uy Hdwe. - Complete Assembly	5/16" DG	800370	1	14.90	15		
	rnd. Hdwe. - Complete Assembly							
	ole Hdwe. - Complete Assembly	12KV 3Φ TAN	800356	3	38.98	117		
82-4510	Pole	45' CL 3		3	170.74	512		
182-3510	Pole	35' CL 5		1	82.76	83		
	Pole							
08-1700	ARM 5.5 X 4 X 5			2	10.16	20		
06-2150	Anchor	ROD NUT		1	4.26	4		
06-2034	Anchor	ROD 3/4" X 7'		1	13.68	14		
06-4013	10" TRIPLE HELIX			1	86.55	87		
00-1710	Cross Arm	8"x4"x5"		2	13.46	27		
62-1020	Guy Wire	5/16"		280'	.12'	34		
70-1310	Insulator, Pin	12KV 1" BR		3	2.10	6		
	Insulator, Bell							
452-1610	5/16 D.E Feed Thrus			5	4.87	24		
80-1210	Pin, Insul. 5/8"	ANGLE PIN		6	6.70	40		
52-2270	Pin, Insul. Pole Top 5/16 platform			1	2.12	2		
32-	Clevis							
35-1032	EYE BOLT 3/8x12			2	2.82	6		
28-2310	Clamp, Suspen.	4/0 ACSR		3	8.56	26		
52-	D.E., Quick Slip Thru							
	D.E., Bolt Clamp							
156-1010	SCREW D 5/8'			1	1.62	2		
28-	Hot Tap							
88-	Splice							
34-1030	Conductor, Bare	556 AAC		1395'	.50'	698		
34-2050	4/0 ACSR			465'	.27'	126		
36-	Conductor, Insul.							
34-4220	TIE WIRE			72'	.15'	11		
54-1220	Line Guard	41"		12	6.62	79		
50-	Cut Out							
92-	Switch, 600 Amp							
10-	Arrestor							
16-	Bracket, Transformer							
	Total 18% Items					(B) 1923		
	IRECT PURCHASE ITEMS (0%)							
	Traffic Control	1 DAY of FLagging		1 DAY	138	138		
	Total 0% Items					(D) 138		
	ANSFORMER ITEMS (2%)							
6-	kVA							
6-	kVA							
6-	kVA							
	Meter							
	Total 2% Items					(A)		

3-67445
0OE513-1

02/01/84

150.6

ELECTRIC OVERHEAD LABOR & EQUIPMENT COSTS DATE ______

APPROVED AS PREPARED, EXCEPT AS AMENDED BY Olen Shearer, CONSTRUCTION SUPERVISOR

DESCRIPTION	UNIT	(A) MH/UNIT	(B) COST	(C) ADJUST	(D) QUANTITY	(AxCxD) MHRS	(BxCxD) COST	QUAN	MNHRS	COST
CONSTRUCTION LABOR										
(A) Poles & Anchors										
Pole, Wood - Install	EA.	10.0	158.00		4	40	632			
Pole, Wood - Removal	EA.	6.0	95.00							
Pole Frame - Install	Per Pole	4.5	71.00		3	13.5	213			
Pole Frame - Remove	Per Pole	.8	13.00							
Anchor Install - All	EA.	4.1	65.00		1	4.1	65			
Anchor Remove - All	EA.	2.0	31.60							
(B) Conductor										
Pri-All-Install (Add 75% for 556)	FT.	.03	.47	1.75	1395	73.2	1147.3			
Neutral-All-Install	FT.	.03	.47							
Sec-All-Install	FT.	.03	.47		655	20	307.8			
Conductor Spread	Per Pole	6.4	101.00							
Conductor-Remove (1/0 CU and larger)	FT.	.02	.31							
Conductor-Remove (#2 ACSR and smaller)	FT.	.01	.16							
Dead Ends-Hot-4/0 up	EA.	2.7	43.00							
(C) Transformers & Misc.										
Transf. All - Install	EA.	6.2	98.00							
Transf. Relocate	EA.	5.3	84.00							
Transf. Remove	EA.	4.5	71.00							
Cutouts - Install	EA.	1.5	24.00							
Cutouts - Remove	EA.	.7	11.00							
Disconnects - Install	EA.	2.7	40.00							
(D) Services & Meters										
Meter-C.T.-Install	EA.	7.1	127.00							
Service - Install (1/0 Quad & smaller)	EA.	2.8	47.00							
Service - Install (4/0 Quad & larger)	EA.	4.2	71.00							
Service - Remove	EA.	1.0	17.00							
Service - Relocate	EA.	1.7	29.00							
Primary Metering-Install	EA.	20.0	316.00							
(E) Street Lighting										
Light Fixt. - Install	EA.	4.1	66.00							
Light Fixt. - Remove	EA.	1.7	28.00							
Light Fixt. - Relocate	EA.	2.2	36.00							
Duplex - Install	FT.	.02	.32							
Duplex - Remove	FT.	.01	.16							
(F) Tree Clearing										
Removal, Large	EA.	15.0	221.00							
Removal, Large, Climb	EA.	24.0	354.00							
Trim, Large	EA.	9.0	133.00							
Trim, Large, Climb	EA.	15.0	221.00							

(Engineering Percentage 7% OH Sub, Apts & Comm. - [✓ 2% Feeders] - 14% OH Rural Extension) (G)

	MHRS	COST
Sub Total A through F	150.8	2365.1
Travel Time M. Hrs. ~~Total M. Hrs.~~ A-F 150.8 x 20 % (Urban - 17%, [✓ Walterville - 20%], Leeburg - 25%) =	30.1	
Travel Cost $ - Travel M. Hrs. 30 x $14.66 =		439.8
Sub Total A through G	180.9	2804.9

(H) Construction Supervision

Supervision Cost $ - 8% x Total Cost A-G ______ =

Supervision M. Hrs. - Super. Cost ______ ÷ $19.22 =

TOTAL CONSTRUCTION LABOR A THROUGH H (H) 181 (E) 2805

EQUIPMENT COST

Equipment Cost - Total Const. M. Hrs. (A) 181 x $3.99 (F) 722

R

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W31     JRW    VERSION: AUG 7,1984

P.A. CALC. FOR ELECT. DIST.


             ***  GODARD CREEK (R) - O.H. ELECTRIC  ***

INPUT DATA:

    <---- MATL. ---->       <---- LABOR--->    <- EQMT.->  SALVAGE
     2%     18%      0%        EWEB  CONTRACT    EWEB    RENT          % ENGR.

      0       0       0        1017      0        347      0       0     2.0


       LABOR          |         MATERIAL           |   EQMT
                      |                            |
----------------------|----------------------------|--------------
  EWEB   CONTRACT     |    2%     18%    DIRECT    | EWEB   RENT
                      |  TRANS.  MATL.   PURCH     |
                      |                            |
----------------------|----------------------------|--------------
  1017          0     |     0       0        0     | ~~347~~ 247  0
                      |                            |
----------------------|----------------------------|--------------
TOTAL        1017     |                      0     |        ~~347~~ 247
                      |                            |
OVERHD        549     |                      0     |
(54.0 %)              |                            |
                      |                            |
----------------------|----------------------------|--------------
SUBTOT       1566     |                      0     |        ~~347~~ 247       = 1813

 ENGR. ( 2%) 1813       ~~38~~ 36

 4%ADM.      1849       ~~78~~ 74

 ----------------------------
 GRAND TOTAL           ~~2029~~   (1d)
                        1923

     LABOR M.H. =   87 HOURS
     ENGR. M.H. =    2 HOURS
                    ------
     TOTAL M.H. =   89 HOURS


         ENGR. $/HR. = $ 15.41    (NOT INCL. OVERHEAD)

         (EWEB LABOR OVERHEAD PERCENTAGE RATE = 54    %
```

ELECTRIC

OVERHEAD LABOR & EQUIPMENT COSTS

DATE ______

APPROVED AS PREPARED, EXCEPT AS AMENDED BY Vern Shirer, CONSTRUCTION SUPERVISOR

DESCRIPTION	UNIT	(A) MH/UNIT	(B) COST	(C) ADJUST	(D) QUANTITY	(AxCxD) MHRS	(BxCxD) COST	QUAN	MNHRS	COST
CONSTRUCTION LABOR										
(A) Poles & Anchors										
Pole, Wood - Install	EA.	10.0	158.00							
Pole, Wood - Removal	EA.	6.0	95.00		3	18	285			
Pole Frame - Install	Per Pole	4.5	71.00							
Pole Frame - Remove	Per Pole	.8	13.00		3	2.4	39			
Anchor Install - All	EA.	4.1	65.00							
Anchor Remove - All	EA.	2.0	31.60							
(B) Conductor										
Pri-All-Install (Add 75% for 556)	FT.	.03	.47							
Neutral-All-Install	FT.	.03	.47							
Sec-All-Install	FT.	.03	.47							
Conductor Spread	Per Pole	6.4	101.00							
Conductor-Remove (1/0 CU and larger)	FT.	.02	.31		1575	31.5	488			
Conductor-Remove (#2 ACSR and smaller)	FT.	.01	.16							
Dead Ends-Hot-4/0 up	EA.	2.7	43.00							
(C) Transformers & Misc.										
Transf. All - Install	EA.	6.2	98.00							
Transf. Relocate	EA.	5.3	84.00							
Transf. Remove	EA.	4.5	71.00							
Cutouts - Install	EA.	1.5	24.00							
Cutouts - Remove	EA.	.7	11.00							
Disconnects - Install	EA.	2.7	40.00							
(D) Services & Meters										
Meter-C.T.-Install	EA.	7.1	127.00							
Service - Install (1/0 Quad & smaller)	EA.	2.8	47.00							
Service - Install (4/0 Quad & larger)	EA.	4.2	71.00							
Service - Remove	EA.	1.0	17.00							
Service - Relocate	EA.	1.7	29.00							
Primary Metering-Install	EA.	20.0	316.00							
(E) Street Lighting										
Light Fixt. - Install	EA.	4.1	66.00							
Light Fixt. - Remove	EA.	1.7	28.00							
Light Fixt. - Relocate	EA.	2.2	36.00							
Duplex - Install	FT.	.02	.32							
Duplex - Remove	FT.	.01	.16							
(F) Tree Clearing										
Removal, Large	EA.	15.0	221.00							
Removal, Large, Climb	EA.	24.0	354.00							
Trim, Large	EA.	9.0	133.00							
Trim, Large, Climb	EA.	15.0	221.00							

(Engineering Percentage 7% OH Sub, Apts & Comm. - [✓ 2% Feeders] - 14% OH Rural Extension) (G)

Sub Total A through F	51.9	~~72.3~~	812	
Travel Time M. Hrs. Total M. Hrs. A-F ______ x 20 % (Urban - 17%, [✓ Walterville - 20%] Leaburg - 25%) =	10.4	~~14.4~~		
Travel Cost $ - Travel M. Hrs. 14 x $14.66 =			205.2	
Sub Total A through G	62.3	86.7	1017.2	

(H) ~~Construction Supervision~~

~~Supervision Cost $ - 8% x Total Cost A-G ______ =~~

~~Supervision M. Hrs. - Super. Cost ______ ÷ $19.22 =~~

TOTAL CONSTRUCTION LABOR A THROUGH H 62 (H) ~~84~~ (E) 1017

EQUIPMENT COST

Equipment Cost - Total Const. M. Hrs. (A) ~~57~~ 62 x $3.99 (F) ~~347~~ 247

If such a group of buildings is separated by a public street, highway or alley, the customer may obtain electric service through one service connection by securing the necessary permits from the governmental agency having jurisdiction thereof and by paying the costs of installing and maintaining such wires, poles, cables, conduits, and other equipment necessary to accept delivery of electric service at one point of delivery. The customer shall furnish, own and maintain all lines and other facilities required to distribute electric energy from the point of delivery to points of use on the customer's property. (See Figure E-29.)

(e) Weatherhead

The service entrance shall have an approved weatherhead affixed by the contractor. The contractor shall also provide a minimum of 24 inches of conductors extending beyond the weatherhead for attachment of the service drop.

(f) Service Entrance Equipment

All service entrance equipment between the weatherhead and meter shall be of approved metallic weatherproof construction, except that service entrance cable may be used where the entire run from weatherhead to meter is exposed on the outside of the building.

P. RELOCATION OF FACILITIES

Facilities owned by the Board may be relocated or altered by the Board, if practical, upon written request of customers, property owners or contractors. Such moves or alterations shall be made in accordance with the following subsections:

(1) Board facilities which are located on public rights of way, easements or which have been established in a satisfactory manner to serve individual properties shall be relocated or adjusted at the expense of persons requesting the changes. (See Cost Determination Formula in (3) below.)

(2) Relocations or alterations for aesthetic benefits or adjustments which affect the aesthetics of adjacent properties shall be made only if the person requesting such adjustments agrees to pay for an underground installation. (See Cost Determination Formula in (3) below.)

(3) Cost Determination Formula

Cost to customer of relocating or remodeling a facility shall be determined by the formula: $E+R+C+N-F-S=$ Cost to Customer.

E = Original cost, less depreciation, of facilities to be removed or abandoned.

R = Cost of removal work required for E.

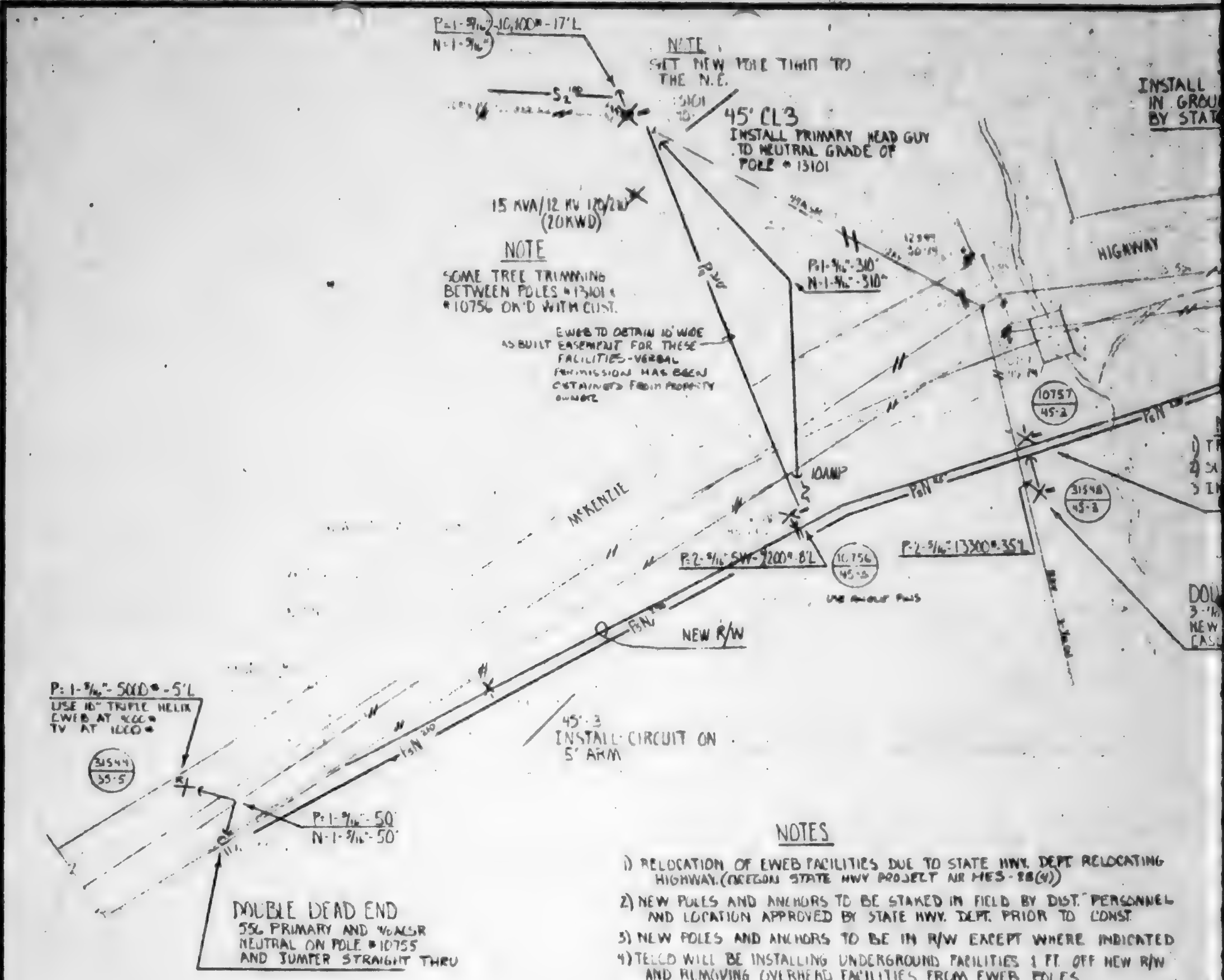
C = Cost of transfer, adjustment or changes to existing facilities to remain.

N = Cost of new facilities and work required to meet the customer's request.

F = Cost of new facilities and work the Board would normally provide under these policies without charge to serve the customer.

S = Salvage value of material and equipment removed.

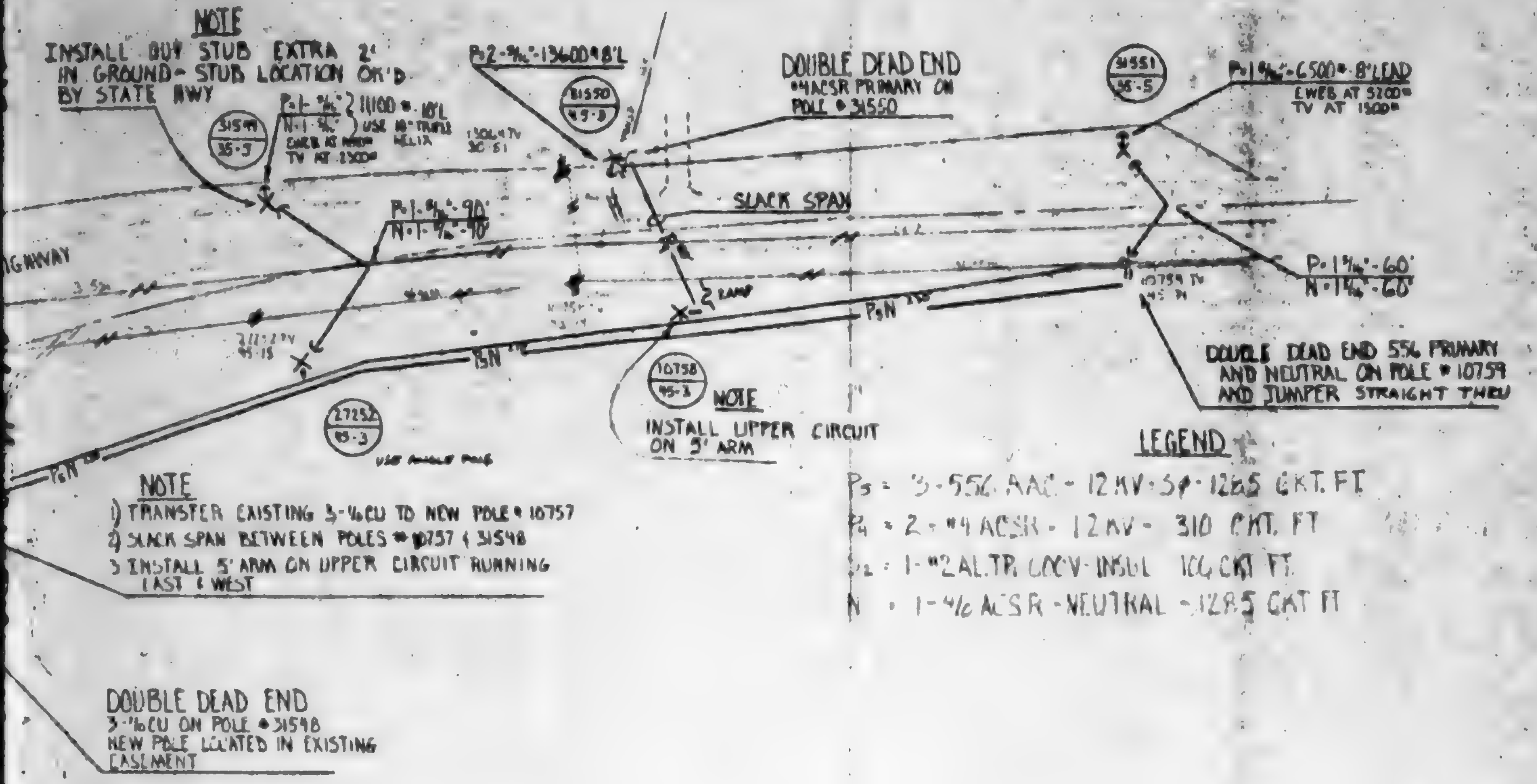
Persons requesting such relocations shall make satisfactory arrangements for the transfer or relocation of equipment owned by any other utility and any third party which may be involved.


P=1-5/16" 10,100# -17'L
N-1-5/16"
NOTE
SET NEW POLE TIGHT TO THE N.E.
13101
45' CL3
INSTALL PRIMARY HEAD GUY TO NEUTRAL GRADE OF POLE # 13101
15 KVA/12 KV 120/240 (20KWD)
NOTE
SOME TREE TRIMMING BETWEEN POLES #13101 & #10756 OK'D WITH CUST.
EWEB TO OBTAIN 10' WIDE AS BUILT EASEMENT FOR THESE FACILITIES - VERBAL PERMISSION HAS BEEN OBTAINED FROM PROPERTY OWNER
HIGHWAY
P-1-5/16"-310'
N-1-5/16"-310'
10757
45-2
31548
45-3
10AMP
McKENZIE
P-2-5/16" SW-9200#-8'L
10756
45-3
USE ANGLE PINS
P-2-5/16"-13300#-35'L
NEW R/W
P: 1-5/16"-5000#-5'L
USE 10" TRIPLE HELIX
EWEB AT 4000#
TV AT 1000#
31544
35-5
45'-3
INSTALL CIRCUIT ON 5' ARM
P-1-5/16"-50'
N-1-5/16"-50'
DOUBLE DEAD END
556 PRIMARY AND 4/0ACSR NEUTRAL ON POLE #10755 AND JUMPER STRAIGHT THRU
INSTALL
IN GROU
BY STAT
DOU
3-
NEW
CAS

NOTES

1) RELOCATION OF EWEB FACILITIES DUE TO STATE HWY. DEPT RELOCATING HIGHWAY. (OREGON STATE HWY PROJECT NR HES-88(4))
2) NEW POLES AND ANCHORS TO BE STAKED IN FIELD BY DIST. PERSONNEL AND LOCATION APPROVED BY STATE HWY. DEPT. PRIOR TO CONST.
3) NEW POLES AND ANCHORS TO BE IN R/W EXCEPT WHERE INDICATED
4) TELCO WILL BE INSTALLING UNDERGROUND FACILITIES 1 FT. OFF NEW R/W AND REMOVING OVERHEAD FACILITIES FROM EWEB POLES.
5) RELOCATE POLE TAGS 27406, 10756; 10757, 27252, 10758 TO NEW POLES
6) INSTALL CIRCUITS ON 8' ARMS EXCEPT WHERE NOTED.
7) FUSING PER SYSTEMS ENGR.
8) POLES TO BE MIN. 4' INSIDE R/W
9) ALL POLES HAVE BEEN CHECKED FOR WIND LOADING AND WILL CONFORM TO EWEB DESIGN CRITERIA TO PROVIDE A SAFETY FACTOR OF 4 OR BETTER.
10) EWEB REQUIRES TOP 12' OF NEW 45' POLES
11) EWEB REQUIRES TOP 2' OF NEW 35' POLES
12) TV TO BE NO HIGHER THAN 22.7' ON ALL NEW POLES
13) NO PILOT WIRE INSTALLATION PLANNED PER SYSTEMS ENGR.
14 INSTALL UPPER CIRCUIT - POLES # 10756 & 27252 ON ANGLE PINS.

OH ELECTRIC [illegible] NO. 2-1


P=2-9/16"-13600#8'L
31550
45-3
31549
35-5
P=1-9/16"
N=1-9/16"
11100#-10'L
USE 10" TRIPLE HELIX
EWEB AT 9000#
TV AT 2500#
P=1-9/16"-90'
N=1-9/16"-10'
IGHWAY
31551
35-5
P=1 9/16"-6500#-8' LEAD
EWEB AT 5200#
TV AT 1500#
SLACK SPAN
P=1 9/16"-60'
N=1 9/16"-60'
10759 TV
P5N
P5N
P5N
10758
45-3
27252
45-3
USE ANGLE POLE

NOTE

INSTALL GUY STUB EXTRA 2'
IN GROUND - STUB LOCATION OK'D
BY STATE HWY

DOUBLE DEAD END
#4 ACSR PRIMARY ON
POLE #31550

DOUBLE DEAD END 556 PRIMARY
AND NEUTRAL ON POLE #10759
AND JUMPER STRAIGHT THRU

NOTE

INSTALL UPPER CIRCUIT
ON 5' ARM

LEGEND

P_5 = 3-556 AAC - 12 KV - 3φ - 1265 CKT. FT.

P_4 = 2-#4 ACSR - 12 KV - 310 CKT. FT

P_2 = 1-#2 AL.TR. 600V-INSUL 100 CKT FT.

N = 1-4/0 ACSR - NEUTRAL - 1285 CKT FT

NOTE

1) TRANSFER EXISTING 3-4/0 CU TO NEW POLE #10757
2) SLACK SPAN BETWEEN POLES #10757 & 31548
3 INSTALL 5' ARM ON UPPER CIRCUIT RUNNING EAST & WEST

DOUBLE DEAD END
3-4/0 CU ON POLE #31548
NEW POLE LOCATED IN EXISTING
EASEMENT

STATE HWY. DEPT. TO PAY EWEB FOR
RELOCATION OF POLES 10757, 27252 &
[illegible] LOCATED IN EXISTING
EASEMENT, AS PER EWEB POLICIES
AND PROCEDURES.
TOTAL COST TO STATE HWY. DEPT $ 6642.00

REFER TO ATTACHED EWEB DOC # 4483 FOR EASEMENT FOR EXISTING FACILITIES

OCATING

RSONNEL
NST.

DICATED
EW R/W

7SB

ND WILL
AFETY

R.

DEVIATION FROM THE DESIGN ON
THIS DRAWING MUST BE APPROVED
BY THE PROJECT ENGINEER PRIOR
TO CONSTRUCTION.

PROJECT AREA
PROJECT AREA IS APP. 1 MI. EAST OF WALTERVILLE
NORTH
VICINITY MAP
(NO SCALE)

NO	REVISION	BY	DATE	APP.

EUGENE WATER & ELECTRIC BOARD
EUGENE, OREGON

ELECTRIC DISTRIBUTION
McKENZIE HWY & [illegible] CREEK
POLE RELOCATION

DWN
DES S BURALSKY
CHKD
APPD
SCALE 1" = 50'
DATE

D13985-80

Section *McKenzie Hwy. At Godard Cr. Bridge* Programming Estimate $
Highway *McKenzie* Project Length *0.30 mile*
County *Lane* Completion Time *140 C.D.*
Kind of Work *Grading, Paving & Structure* Est. Comp. Date *10-20-85*
Prefix *20-1913* Letting Date *May 9, 1985* Project No. *HES-28(4)*

Received 8:30 AM
4-15-85

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt. "A"	Alt. "B"
Estimated Contract Amount		$222,947.00	$228,677.00
Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
× Permanent Pavement Striping.	1,600.00		
× Temporary Pavement Striping.	700.00		
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished ________			
Roadside Seeding & Mulching		$4300.00	$4,300.00
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages.			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
________			
________			
________			
________			
________			
Adjust Utilities:			
Eugene Water & Electric Board (Power.)	2,000.00		
________			
		Alt. "A"	Alt. "B"
Subtotal		$227,247.00	$232,977.00
Contingencies (4-1/2%)		10,226.12	10,483.97
Engineering (8, [✓ 9], 10%)		20,452.23	20,967.93
Subtotal		$	
Credit for ________		Alt. "A"	Alt. "B"
Estimated Net Authorization, Construction		$257,925.35	$264,428.90

APPROVED

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE-[✓ COST ESTIMATE]

OREGON STATE HIGHWAY DIVISION

SECTION McKenzie Hwy. At Godard Cr. Bridge Sec.		COUNTY Lane		SHEET 1 OF 3	
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.30 mile	DATE 4-9-85	NAME McGill	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 4-11-85 MW					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~					
	BID LETTING 5-9-85					
	Mobilization		LumpSum	All	LumpSum	14,000
	Temporary Protection and Direction of Traffic		LumpSum	All	LumpSum	$4,500^{00}$
	Temporary Signs		Sq.Ft.	303	8^{00}	2,424
	Temporary Barricades		Each	13	70^{00}	910
	Temporary Concrete Barriers, Reflectorized		Lin.Ft.	175	16^{00}	2,800
	Temporary Plastic Safety Markers		Each	20	40^{00}	800
	Temporary Reflective Pavement Markers		Each	50	5^{50}	275
	Flaggers		Hour	300	15	4,500
	ROADWORK					
	Removal of Structures and Obstructions		LumpSum	All	LumpSum	1,300
	Embankment in Place		Cu.Yd.	4,505	5^{80}	26,129
	Finishing Roadbed and Slopes		LumpSum	All	LumpSum	2,300
	Treated Base		Ton	3,550	16	56,800
	Aggregate Shoulders		Ton	850	10	8,500
	Class C Asphalt Concrete		Ton	1,250	30	37,500
	12-inch Culvert Pipe		Lin.Ft.	28	16	448

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION McKenzie Hwy. At Godard Cr. Bridge Sec.		COUNTY Lane		SHEET 2 OF 3
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.30 mile	DATE 4-9-85	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Guard Rail, Type 2A		Lin. Ft.	225	13	2,925
	Guard Rail, Type 3		Lin. Ft.	100	30	3,000
	Guard Rail Anchors, Type 1		Each	4	325	1,300
	Rail End Pieces, Type C		Each	4	90	360
	Type 2 Fence		Lin. Ft.	1,500	2	3,000
	22' x 48" Double Gates		Each	1	500	500
	Extra for Asphalt Approaches		Each	10	175	1,750
	Loose Riprap, Class 50		Cu. Yd.	40	20	800
	Delineators, Type 2		Each	10	20	200
	Delineators, Type 4		Each	4	15	60
	Single Mailbox Supports		Each	2	150	300
	Seeding, Fertilizing and Mulching		Acre	1	1,000^{00}	1,000
	STRUCTURE					
	Bridge Removal Work		Lump Sum	All	Lump Sum	4,000^{00}
	Alternate A					162.35'
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	3,000^{00}
	Structure Excavation		Cu. Yd.	150	12^{00}	1800^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION McKenzie Hwy. At Godard Cr. Bridge Sec.			COUNTY Lane		SHEET OF 3 3
KIND OF WORK Grading, Paving & Structure	KEY NUMBER		LENGTH 0.30 mile	DATE 4-9-85	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Structure Excavation Below Elevations Shown		Cu. Yd.	15	20^{00}	300^{00}
	(70 cu. Yds.) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	$16,500^{00}$
	(33 cu. Yds.) Structural Concrete, Class 4500		Lump Sum	All	Lump Sum	$8,000^{00}$
	(13,000 lbs.) Reinforcement		Lump Sum	All	Lump Sum	$5,850^{00}$
	(3,350 lbs.) Coated Reinforcement		Lump Sum	All	Lump Sum	$2,150^{00}$
	Metal Rail with Tubing		Lin. Ft.	50	43^{00}	$2,150^{00}$
	Membrane Waterproofing		Sq. Yd.	68	12^{00}	816^{00}
	Alternate B					
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	$3,000^{00}$
	~~Structure Excavation~~		Cu. Yd.	190	12^{00}	$2,280^{00}$
	Structure Excavation Below Elevations Shown		Cu. Yd.	20	20^{00}	400^{00}
	Structural Concrete, Class 3300 (92 c.y.)		Lump Sum	All	Lump Sum	$21,600^{00}$
	(12,600 lbs.) Reinforcement		Lump Sum	All	Lump Sum	$5,700^{00}$
	4'x 15'/20' Prestressed Slabs		Each	9	$1,150^{00}$	$10,350^{00}$
	Metal Rail with Tubing		Lin. Ft.	50	43^{00}	$2,150^{00}$
	Membrane Waterproofing		Sq. Yd.	68	12^{00}	816^{00}
					A =	222,947
					B =	228,677

734-1736 (REV. 2-84)

/ 10,644

March 5, 1985

Godard Creek Bridge N

lane coun

Application No. PA 489-85

(Applicant) Oregon State Dept. of Transportation

(Address) Box 1128, Roseburg OR 97470.

(Map & Tax Lot) 17-15-19/400

The above referenced application for a flood plain special use permit to realign approximately 1500 feet of the McKenzie Highway and the replacement of a bridge has been:

☒ approved with the stipulations and conditions stated below.

☐ denied.

The decision was based on the findings of this office (copy enclosed) in accordance with the provisions of Lane Code 16.244(8) . The decision will become final on 3/15/85 unless appealed to the Hearings Official, via the Planning Division on or before that date. An appeal may be filed by you, your representative, or any other property owner impacted by the decision in accordance with the provisions of Lane Code 14.500 .* The appeal is to be filed with this office and must state how the decision is in error. If an appeal is filed, you and the adjacent property owners will be advised of the date, time and place of the hearing before the Hearings Official.

JACK THOMAS

Jack Thomas, Subdivision Engineer

*Your appeal must be accompanied by a $ 195.00 filing fee.

CONDITIONS OF APPROVAL

1. Perform the operations described in the attached copy of the application, subject to the conditions of Exhibit "A".

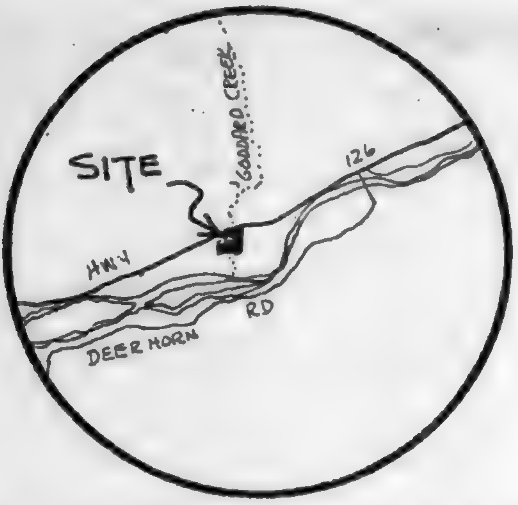
Administrative Approval

Applicant: Oregon State Transportation Dept.: PA 489-85

Location: McKenzie Hwy. at Godard Creek crossing

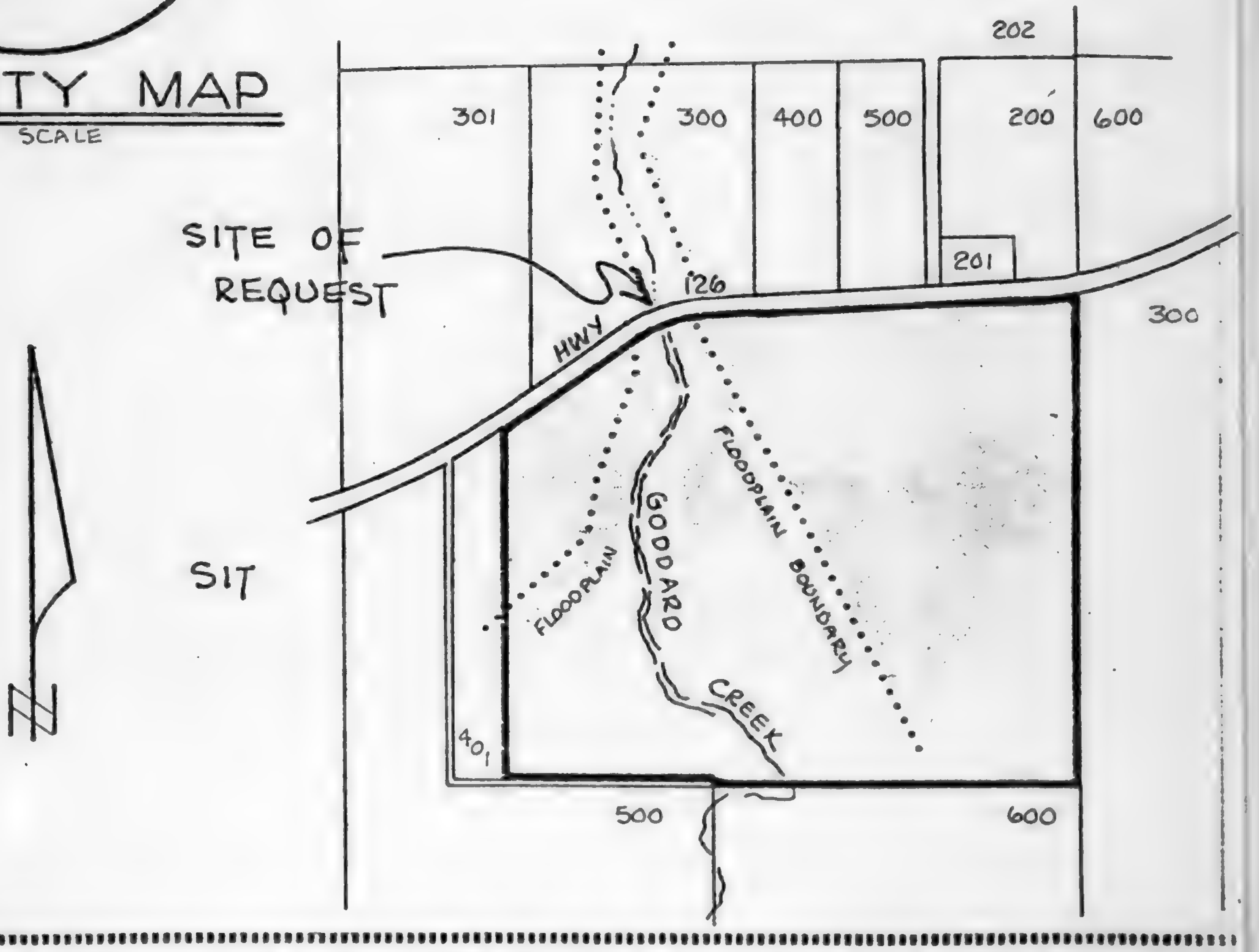
Plot No.: 555 **Map No.:** 17-15-19/400

Proposal: Realignment of approximately 1500 feet of the McKenzie Highway and the replacement of a concrete bridge


GODDARD CREEK
SITE
126
HWY
RD
DEER HORN

VICINITY MAP

NO SCALE


202
301
300
400
500
200
600
SITE OF REQUEST
126
201
300
HWY
SIT
FLOODPLAIN
GODDARD
CREEK
FLOODPLAIN BOUNDARY
401
500
600
N

"NOTICE TO MORTGAGEE, LIEN HOLDER, VENDOR OR SELLER: ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST PROMPTLY BE FORWARDED TO THE PURCHASER."

FOR ANY INFORMATION ON THE PROPOSAL, CONTACT LAND MANAGEMENT DIVISION / COURTHOUSE - PUBLIC SERVICE BUILDING / 125 E. 8TH AVENUE / EUGENE, OREGON 97401 / PHONE (503 687-4061)

EXHIBIT "A"

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or right-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state or federal regulations pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

4. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

5. Employees of the Lane County and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

6. Lane County retains authority to temporarily halt or modify the operation if it should cause excessive turbidity or damage to natural drainages.

7. This permit authorizes the placement of 4500 cu.yds. of material & the removal of 900 cu. yds. of material at the Godard Crk. crossing on the McK. Hwy. in conjunction with the realignment and bridge replacement project.
8. Care will be taken to prevent any petroleum products, chemicals or other deteterious materials from entering the water.

9. Construction shall comply wtih the maintenance, removal and replacement of riparian vegetation standards of Lane Code 16.212(8)(c).

10. This permit shall expire March 15, 1987.

SPECIFIC REQUIREMENTS FOR FLOODPLAIN SPECIAL USE
PERMIT DETAILED FLOOD HAZARD

A. Fill, Removal and Grading. All applications shall contain the following:

1. Project supervisisors name and phone. DOUG GREENE (686-7610)
2. Purpose of project. REALIGN THE ROAD SECTION TO A 4° CURVE -- STRUCTURE To be replaced w/ A CULVERT.
3. Date of project start. MAY 9, 1985
4. Completion date. END OF 1985
5. Type of material to be removed or filled. SILTY FINE SAND
6. Total amount in cubic yards of fill. 4500 YD^3
7. Total amount in cubic yards of removal. 900 YD^3
8. Details of site restoration. VERY LITTLE AREA NEED TO be RESTORED -- THAT PORTION WILL be properly Seeded
9. Plot plan drawn to scale showing the location, dimensions and elevation referenced to mean sea level, of the site in question, including existing and proposed structures, fill, storage of materials, drainage facilities and the location of the floodway on the property. (ENCLOSED)
10. A reference mark shall be set at the elevation of the 100 year flood at the site. ELEVATION 631.1
11. The location, description and elevation of the reference mark shall be included in the application. (AT EDGE OF CULVERT)
12. Submit detail drawings showing (1) vicinity map (2) detailed plan view of proposed work, (3) cross section of work showing quantities. All drawings must be to an appropriate scale.

(ENCLOSED)

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: January 30, 1984

FROM: Natsuko Kibe
Natsuko Kibe
Hydraulic Specialist

SUBJECT: McKenzie Highway at Godard Creek
M.P. 16.43
Lane County

The proposed project realigns a section of the highway which also involves replacement of the 22-foot single-span concrete bridge.

HYDROLOGY

Godard Creek is a tributary stream of the McKenzie River. The drainage area at the project site is approximately 2.8 square miles. The recurrence interval vs. peak discharge relationship for this basin, as shown below, was obtained from the U.S. Geological Survey flood frequency equations contained in the report entitled "Magnitude and Frequency of Floods in Western Oregon."

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	560 cfs
50-year	490 cfs
25-year	420 cfs
10-year	330 cfs
5-year	270 cfs

According to Robert Beaudry, Assistant Maintenance Foreman, the water stays in the channel during the summer low flow season, but the creek floods the adjacent fields on both the upstream and downstream sides of the bridge during the winter. He also stated that siltation is a problem.

During the 1945 flood, the highwater was recorded to be elevation 632.4 feet at the downstream side of the bridge. During the 1955 flood, the roadway was overtopped by four inches of water which is estimated to be elevation 629.9 feet (old alignment).

HYDRAULIC DESIGN

The design frequency of 50 years was chosen with the corresponding discharge of 490 cfs. The design highwater at the site is approximately elevation 630.3 feet. The highwater during a 100-year flood is approximately 631.1 feet.

RECEIVED
JAN 31 1984
BRIDGE SECTION

The existing bridge, which provides approximately 42.3 square feet of waterway, was analyzed and found to create approximately 1.7 feet of backwater during the design flood. The existing bridge has the bottom of the lowest beam (downstream side) at elevation 628.76 feet.

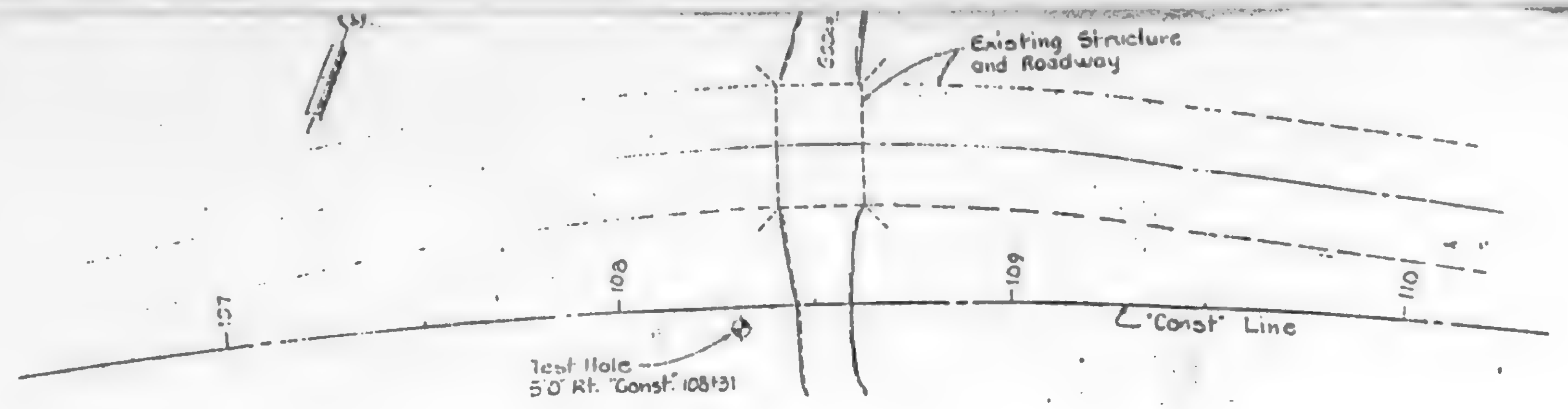
It is recommended that the existing structure be replaced with either a double 8'x5' reinforced concrete box culvert or a bridge. The 8'x5' RCBC was analyzed and found to create 0.8-foot of backwater during the design flood and 1.0-foot of backwater during the 100-year flood. The bridge should provide a waterway area of 68 square feet below the design high-water elevation. This waterway area is satisfied by a 16-foot long structure with vertical abutments. The minimum bottom of beam elevation should be 631.0 feet. This structure creates 0.7-foot and 1.0-foot of backwater during the design flood and the 100-year flood, respectively. Other pertinent hydraulic data for both the box culvert and the bridge are shown on the attached "Hydraulic Data" sheets.

RIPRAP

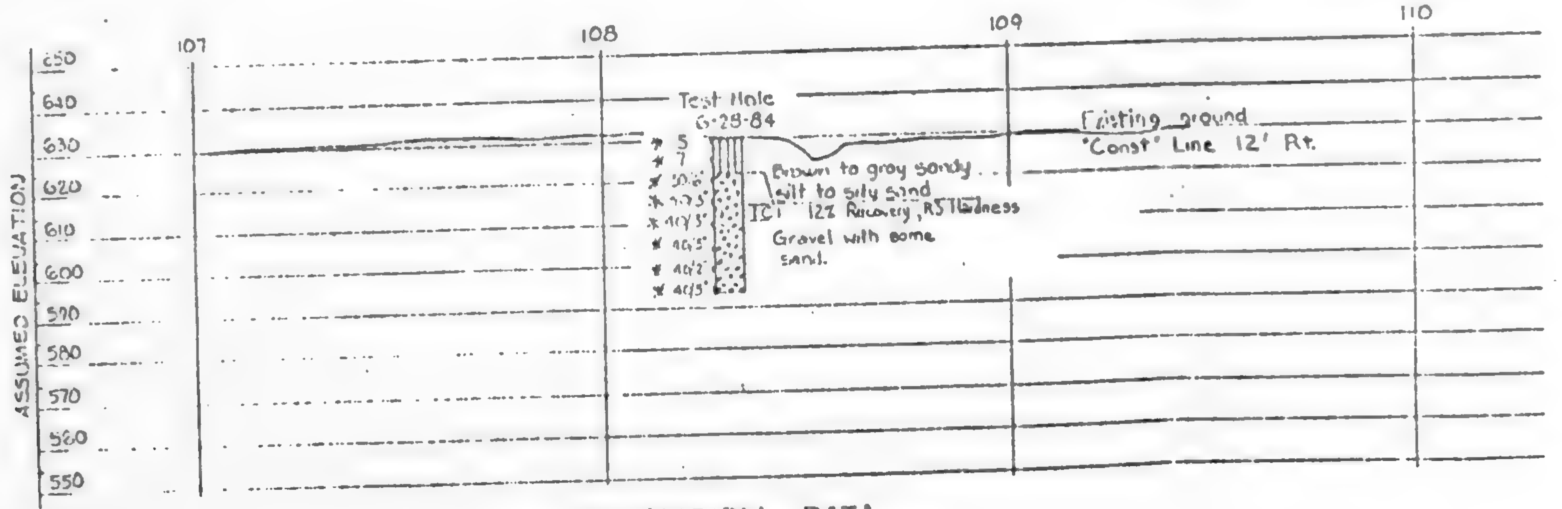
No riprap protection is necessary for the box culvert. The toe of the abutments and wingwalls on the bridge should be protected with 12 inches of Class 50 loose riprap.

NK:ge
Attachment

cc: Frank Terpin w/att
Walt Hart "
Jack Davis "
Don Adams "
Don Harwell "
Dale Allen "
Herb Schell, FHWA "


Existing Structure and Roadway
107
108
109
110
℄ 'Const' Line
Test Hole 5'0" Rt. "Const" 108+31

-PLAN-
Scale: 1"=20'0"

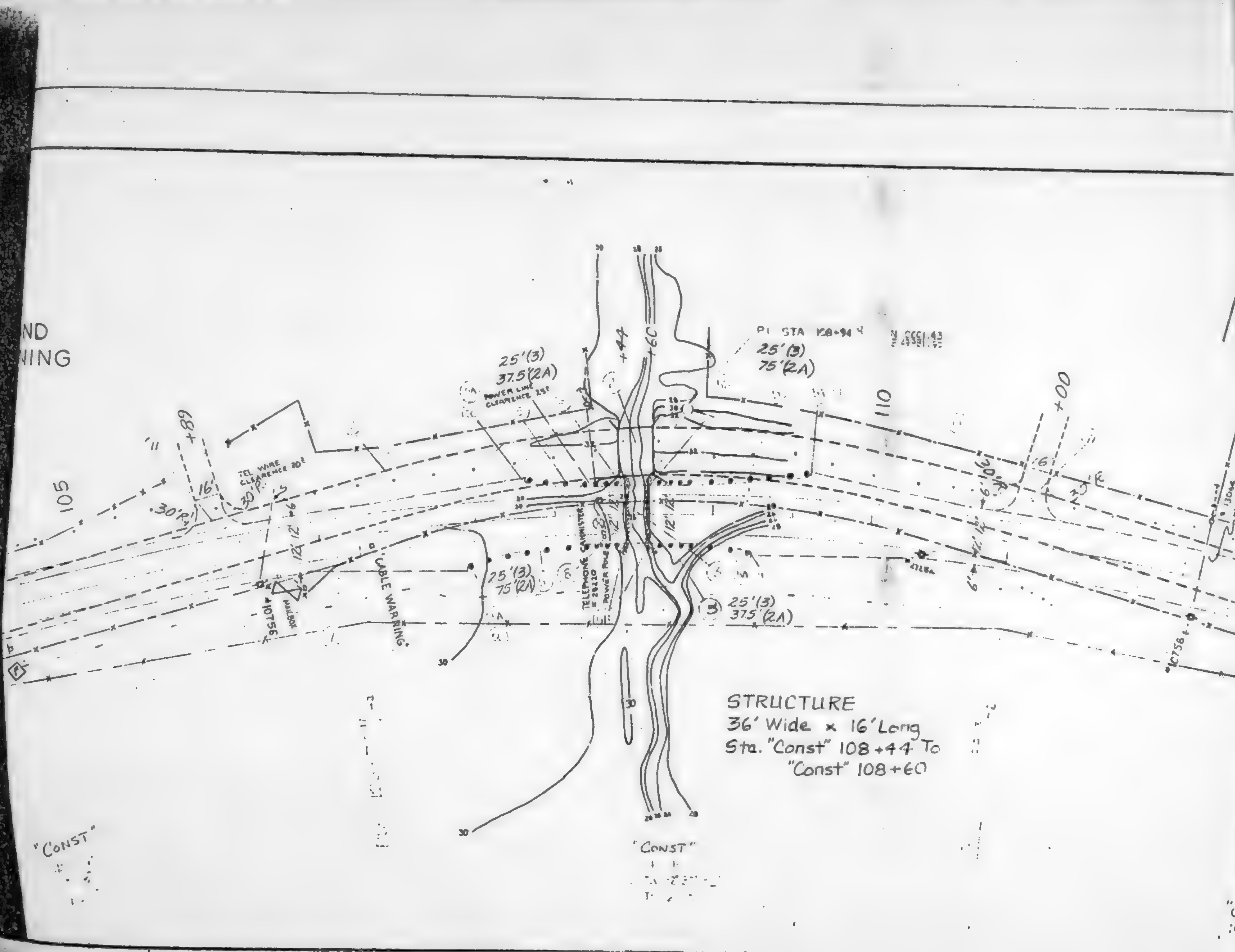

ASSUMED ELEVATION
650
640
630
620
610
600
590
580
570
560
550
107
108
109
110
Test Hole
6-28-84
5
7
50/6"
40/3"
40/5"
40/2"
40/5"
Brown to gray sandy silt to silty sand
IC1 12% Recovery, RST Hardness
Gravel with some sand.
Existing ground
'Const' Line 12' Rt.

FOUNDATION DATA
Scale: 1"=20'0"

LEGEND OF MATERIALS

APPROVED

STRUCTURAL DESIGN ENGINEER



STRUCTURE
36' Wide x 16' Long
Sta. "Const" 108+44 To
"Const" 108+60

ND
NING
105
+89
16'
30'R
TEL WIRE CLEARENCE 20±
12' 12' +6
+10756
MAILBOX
CABLE WARNING
25'(3)
75'(2A)
TELEPHONE CANNISTER
POWER POLE
25'(3)
37.5'(2A)
POWER LINE CLEARENCE 25±
+44
+60
12' 12'
25'(3)
37.5'(2A)
PI STA 108+94
25'(3)
75'(2A)
110
+00
30'R
6'
12' 12'
6'
10756
13004
30
"CONST"
"CONST"

LANE COUNTY PLANNING DIRECTOR

STAFF REPORT

Report Date: March 5, 1985 File No. PA 489-85

I. PROPOSAL DESCRIPTION

A. Applicant:

Oregon State Dept. of Transportation
Box 1128
Roseburg OR 97470

B. Proposal

Floodplain special use permit to allow the realignment of approximately 1500' of the McKenzie Hwy. and the replacement of a bridge in an area designated as a flood plain zone.

II. DECISION

Approval of the special use permit, subject to conditions.

III. GENERAL INFORMATION

A. Location and Site Description: Map 17-15-19, tax lot 400

Zoning: E-30/RCP Plot No. 555

The project is at the Godard Creek crossing on the McKenzie Hwy. east of Walterville.

B. Surrounding Area and Zoning

The McKenzie Hwy. is on the north. The surrounding properties are zoned E-30.

IV. APPROVAL CRITERIA AND ANALYSIS

A. Plan Conformity

Plan Designation: E-30/RCP

Plan and Policies: N/A. Replacement of a State Hwy. bridge.

B. Lane Code, Chapter 16.244(2)

1) Methods of Reducing Flood Losses. In order to accomplish its purpose, this section includes methods and provisions for:

   a) Restricting or prohibiting uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities.
   b) Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction.
   c) Controlling the alteration of natural floodplains, stream channels and natural protective barriers, which help accommodate or channel flood waters.

d) Controlling filling, grading, dredging and other development, which may increase flood damage.

e) Preventing or regulating the construction of flood barriers, which will unnaturally divert flood waters or which may increase flood hazards in other areas.

C. Findings

1. The purpose of the project is to realign a section of the McKenzie Hwy. and replace a bridge. The improvement will promote the health, safety and welfare of the general public.

2. Total amount of fill will be 4500 cu. yards below O.H.W. All material will be from sources approved by the State Hwy. Dept.

3. Total amount of removal will be 900 cu. yards below O.H.W. Disposal of material shall be at site approved by the State Hwy. Dept.

4. All debris from construction will be removed from the site before completion of the project. All fill slopes will be graded to a smooth and finish and seeded to improve appearance and retard erosion. Applicant shall require that construction be done in accordance with accepted practice and that disruption be minimized throughout the work.

5. Site is not in a regulatory floodway channel.

V. FINAL COMMENTS

A. Summary & Conclusion

The removal and replacement project will not increase the base flood level or have an adverse effect on property up or down stream from the site.

D. Materials to be Part of the Record

1. Staff Report
2. Lane Code, Chapter 16
3. Rural Comprehensive Plan

10,144

CON 21-4
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
1541A

October 26, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

GINAL SIG
D E. BACK

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

RECEIVED
STAT HWY ENGR
OCT 29 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

SUBJECT: Godard Creek Bridge
McKenzie Highway
Lane County
BR 1541A

Enclosed are two reduced prints of Drawings 39978 and 39436 which are the preliminary plan and elevation for the subject structure. Also enclosed are two copies of the foundation and hydraulic reports.

The structure width provides for two 12-foot lanes with two 6-foot± shoulders for a total roadway width of 36 feet±. This is in accordance with the standards governing the project. The existing structure just upstream of the proposed structure will be used to handle the traffic during construction.

For this location, we propose a 16-foot long single-span precast prestressed concrete slab structure with concrete abutments and wingwalls. An alternate study utilizing a cast-in-place reinforced concrete rigid frame was also made. Since the difference in these two alternates is less than 7 percent, we propose to design and draw both alternates for the bidding.

Other alternate studies utilizing reinforced concrete box culvert and structural plate arch culvert were made and proved to be more expensive.

The preliminary cost for this structure based on quantities, including engineering and contingencies, is $62,000.

We request your approval of our preliminary plans.

GDA:KAK:jrb
Enclosures
cc: ~~E. S. Hunter~~
Gary Potter
J. H. Versteeg /w/ 1
Jim Gix, Region 3 Engineer /w/ 2
Cam Gilmour /w/ 1
Larry Asburry, District 5 Maintenance Supervisor /w/ 1

10,044

CCN 31-4

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-28(4) McKenzie

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-27-84

8. FEDERAL ROUTE NUMBER Primary 28

9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:
McKenzie Highway at Godard Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8-16-84 you are authorized to proceed with the acquisition of file numbers 54027 through 54030 as shown on R/W Map 10C-52-16 at a TEC of $18,000 - Federal Funds $16,200.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 6 '84
REFER TO Potter
FOR
Info | Invest | R/D | D.R

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Form E-49—30M— 10,044

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET 1 OF .... SHEETS

McKenzie Highway @ Godard Crk. Br.
SR126- McKenzie Hwy.
HES-28(4)

Appr. Code: 141
Pro-rata: 90%

LANE Co.
1240 date 8-27-84

Prefix: 20-2537

File No.	Paid	Claimed	Option		
54027	150P	150P	150 p	2-85	
54028	2,300 P	2,300 P	2,300 p	3-85	
54029	500 P	500 P	500 P	12-84	
54030	150 P	150 P	150 p	2-85	
split from 54028	250 P	250P	250 P	1-86	Fencing Charged To (352)
54239	500 P	500P	500 p	3-85	

Ck'd thru 11-86
R54239-414-352 & 250
Need To Pull
File 54239
File Shows Paid 12-17-85
Paid By Field Revolving CK

Activity Code
414 – Property Negotiations

Object Code
352 Property Options

FINAL REPORT on Real Property Negotiations

HES28(A)

HIGHWAY DIVISION

File 54239

Sta. 103+22 to Sta. 112+07

Name of owner Arlene Rae Boylan

Mail address 41161 McKenzie Hwy., Springfield, OR 97477 Phone No. 726-0177

Phone No.

Attorney N/A Address

Purpose of purchase Release of Obligation

Deed Signed 1-17-85
OPTION EXPIRES 7-16-85

Possession On payment

Location of property McKenzie Highway @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41161 McKenzie Highway

How does taking affect remaining property? Nominal
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Rural farm land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Release of temporary fence obligation	$250.00
Total	$250.00

RETAINED IN FIELD

P. OBLIG 3300 TO CONST.
DATE 12-27-85

RETAINED IN FIELD

Withholding $ -0- for

Appraisals: $ By Review Appraisal $
Staff & $
Fee $ By
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Phone No.

Attorney N/A Address

Purpose of purchase Release of Obligation

Deed Signed 1-17-85
OPTION EXPIRES 7-16-85

Possession On payment

Location of property McKenzie Highway @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41161 McKenzie Highway

How does taking affect remaining property? Nominal
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Rural farm land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Release of temporary fence obligation		$250.00
	Total	$250.00

RETAINED IN FIELD

P. OBLIG 3300 TO CONST.
DATE 12-27-85

RETAINED IN FIELD

Withholding $ -0- for

Appraisals: Staff & Fee
$
$
$
By

Review Appraisal $
By
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2537 (R54239) Participating $ 250 Non-Participating $ –

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 12/20/85
Neil [illegible]

Signed:
Rodney Bliss Right of Way Agent

Right of Way Manager Date 12-27-85

Dated: December 20, 1985

12-24-85 ⑦ 12-27-85

Authorized by Transportation Commission: Date

FORM 734-3042 (4-84)

RIGHT OF WAY ADMINISTRATION
RECEIVED
DEC 2 3 1985
M AM ADM RBR CA RS
F.R.S AS CL OS TA FUE

P. OBLIG 3300 TO CONST.
DATE

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

HES-28 (4)

File 54239

Sta. 103+22 to Sta. 112+07

Name of owner Arlene Rae Boylan

Mail address 41161 McKenzie Highway, Springfield, OR 97477 Phone No. 726-0177

Phone No.

Attorney Address

Purpose of purchase R/W

Deed signed: 1-17-85
OPTION EXPIRES 7-16-85

Possession on payment

Location of property McKenzie Hwy. @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41161 McKenzie Highway

How does taking affect remaining property? Nominal; removes or damages 2 trees & disturbs fence.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Rural farm land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

P. OBLIG 3300 TO CONST.
DATE 2/15/85

RETAINED IN FIELD

Land: 0.07 ac. @ $3,000 per ac.	=	$210.00
Improvements: Landscaping	=	290.00
Total Compensation	=	$500.00

State's Other Obligations

State will, at the time of highway construction, build the following road approaches:

Engr. Station	Top Surface Width	Curb Cut Width
105+89 northerly	16'	N/A
111+00 northerly	16'	N/A

State agrees to install on the northerly right of way line, type II fence, using posts spaced 16' apart and woven wire with three strands of barbed wire on top. Gateways: State agrees to replace and install existing 16' galvanize gate northerly of Eng. Station 106+00. The gate is to be installed on the easterly side of the driveway just northerly of the R/W line.

RETAINED IN FIELD

Approved by
Construction Engineer

Withholding $ 0 for

Relocation: 3617 forwarded on 1-23-85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 500.00 By Kamody Review Appraisal $ 500.00

Staff & $

Fee $ By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address 41161 McKenzie Highway, Springfield, OR 97477 Phone No. 726-0177

Phone No.

Attorney Address

Purpose of purchase R/W

Deed signed: 1-17-85
OPTION EXPIRES 7-16-85

Possession on payment

Location of property McKenzie Hwy. @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41161 McKenzie Highway

How does taking affect remaining property? Nominal; removes or damages 2 trees & disturbs fence.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Rural farm land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: 0.07 ac. @ $3,000 per ac. = $210.00

Improvements: Landscaping = 290.00

Total Compensation = $500.00

State's Other Obligations

State will, at the time of highway construction, build the following road approaches:

Engr. Station	Top Surface Width	Curb Cut Width
105+89 northerly	16'	N/A
111+00 northerly	16'	N/A

State agrees to install on the northerly right of way line, type II fence, using posts spaced 16' apart and woven wire with three strands of barbed wire on top. Gateways: State agrees to replace and install existing 16' galvanize gate northerly of Eng. Station 106+00. The gate is to be installed on the easterly side of the driveway just northerly of the R/W line.

Approved by
Construction Engineer

RETAINED IN FIELD

RETAINED IN FIELD

P. OBLIG 3300 TO CONST.
DATE 2/15/85

Withholding $ 0 for

Relocation: 3617 forwarded on 1-23-85 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 500.00 By Kamody Review Appraisal $ 500.00

Staff & $

Fee $ By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2537 Participating $ 500 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date [illegible] Signed:

Right of Way Supervisior
Neil Flanagan

Right of Way Agent
Rodney Bliss

Date 2-5-85 Dated January 28, 1985

Right of Way Manager

Authorized by Transportation Commission: Date

FORM 734-3042 (Rev. 7-78)

2/15/85

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

HES-28 (4)

File 54030

Sta. 115+25 to Sta. 115+75

Name of owner Leonard F. and Gretchen R. Vickery

Mail address 41269 McKenzie Hwy., Springfield, OR 97477 Phone No. 896-3769

Phone No.

Attorney Address

Deed signed: 1-9-85
OPTION EXPIRES 7-8-85

Purpose of purchase R/W Possession on payment

Location of property McKenzie Highway @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41269 McKenzie Hwy., Springfield

How does taking affect remaining property? Nominal
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: 120 SF @ nominal value	=	$150.00
Total Compensation	=	$150.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ 0 for

Relocation: 3617 forwarded on 1-14-85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 150.00 By Kemody Review Appraisal $ 150.00

Staff & $

Fee $ By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address 41269 McKenzie Hwy., Springfield, OR 97477 Phone No. 896-3769

Phone No.

Attorney Address

Purpose of purchase R/W

Deed signed: 1-9-85
OPTION EXPIRES 7-8-85

Possession on payment

Location of property McKenzie Highway @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41269 McKenzie Hwy., Springfield

How does taking affect remaining property? Nominal
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Residential land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: 120 SF @ nominal value	=	$150.00
Total Compensation	=	$150.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ 0 for

Relocation: 3617 forwarded on 1-14-85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 150.00 By Kemody Review Appraisal $ 150.00

Staff & $

Fee $ By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2537 Participating $ 150 Non-Participating $ –

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date 1/15/85 Signed:
Right of Way Supervisor
Neil Flanagan

Right of Way Agent
Rodney Bliss

Date 1-22-85 Dated: January 14, 1985
Right of Way Manager

Authorized by Transportation Commission: Date 1-23-85

FORM 734-3042 (Rev. 7-78)

⑥ 1/25/85

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

HHS-28 (4)

File 54029

Sta. 112+06 to Sta. 115+35

Name of owner Norman James Rinehart and Anita M. Rinehart

Mail address 41223 McKenzie Hwy. Phone No. 896-3802

Springfield, OR 97477 Phone No.

Attorney N/A Address

Purpose of purchase R/W

Deed sign'd 11-20-84
OPTION EXPIRES 5-19-85

Possession Upon payment

Location of property McKenzie Hwy. @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41223 McKenzie Hwy., Springfield, OR 97477

How does taking affect remaining property? Little or no affect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Rural residential
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: Parcel 1 - fee - residential, 0.07 ac. @ $7,143/ac.± = $500

Total Compensation = $500

RETAINED IN FIELD

See Ex. C, D & G

RETAINED IN FIELD DATE 11/30/84

P. OBLIG $300 TO CONST.

Withholding $ -0- for

Relocation: 3617 forwarded on , ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 500 By Kennedy Review Appraisal $ 500

Staff & $

Fee $ By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address 41223 McKenzie Hwy. Phone No. 896-3802

Springfield, OR 97477 Phone No.

Attorney N/A Address

Purpose of purchase R/W

Deed sign'd 11-20-84
OPTION EXPIRES 5-19-85

Possession Upon payment

Location of property McKenzie Hwy. @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. 41223 McKenzie Hwy., Springfield, OR 97477

How does taking affect remaining property? Little or no affect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Rural residential
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: Parcel 1 - fee - residential, 0.07 ac. @ $7,143/ac.±	=	$500
Total Compensation	=	$500

See Ex. C, D & G
K. Ne

RETAINED IN FIELD

RETAINED IN FIELD

P. OBLIG 3900 TO CONST.
DATE 11/30/84

Withholding $ -0- for

Relocation: 3617 forwarded on , ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 500 By Kennedy Review Appraisal $ 500

Staff & $

Fee $ By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2537 Participating $ 500.00 Non-Participating $ --

General remarks:
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date 11/26/84
Right of Way Supervisor
Earl Flanagan

Signed:
Right of Way Agent
Rodney Elias

Date 11-29-84
Right of Way Manager

Dated: November 23, 1984

Authorized by Transportation Commission: Date 11/29/84

FORM 734-3042 (Rev. 7-78)

(22) 11/30/84

FINAL REPORT on Real Property Negotiations

HES-28(4)

OREGON STATE HIGHWAY DIVISION
FORM 81-734-3042 (REV. 10-74)

File 54028

Sta. 105+00 to Sta. 113+50

Name of owner The Oregon Bank, an Oregon banking corporation, Trustee

Mail address P.O. Box 2808 Phone No. 227-2808

Portland, OR 97208 Phone No.

Attorney N/A Address

Purpose of purchase R/W & Temp. Ease. Deed Signed: 1-22-85 OPTION EXPIRES 6-21-85 Possession Upon Payment

Location of property McKenzie Hwy. @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. Across from 41161 McKenzie Highway, Springfield, OR

How does taking affect remaining property? Minimal effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Farm land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land:	1.03 acres at $2,025±/acre	=	$2,150.00
	Easements, 0.05 acre & 690 SF	=	150.00
Total Compensation		=	$2,300.00

P. OBLIG 3300 TO CONST. DATE 2/8/85

State's Other Obligations: State will, at the time of highway construction, build the following road approaches:

Hwy. Engr. Sta.	Top Surface	Curb Cut
106+05	16'	N/A

Approved By: ______________________
W.J. Quinn, Region Construction Engineer

States' Obligations: State agrees to install on the southerly right of way line, type II fence, using posts spaced 16' apart and woven wire with 3 strands of barbed wire on top. Gateways will be of the type hereinafter specified. Gateways: State agrees to install 20' gate at 106+05±. AS PER CONSTRUCTION PLANS

Withholding $ N/A for N/A

Relocation: 3617 forwarded on 1-29-85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 2,300 By Ron Kamody Review Appraisal $ 2,300

Staff & $

Fee $ By Ken Dead
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Mail address P.O. Box 2808 Phone No. 227-2808

Portland, OR 97208 Phone No.

Attorney N/A Address

Purpose of purchase R/W & Temp. Ease.

Deed Signed: 1-22-85
OPTION EXPIRES 6-21-85

Possession Upon Payment

Location of property McKenzie Hwy. @ Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. Across from 41161 McKenzie Highway, Springfield, OR

How does taking affect remaining property? Minimal effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Farm land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: 1.03 acres at $2,025±/acre	=	$2,150.00
Easements, 0.05 acre & 690 SF	=	150.00
Total Compensation	=	$2,300.00

P. OBLIG 3300 TO CONST.
DATE 2/8/85

State's Other Obligations: State will, at the time of highway construction, build the following road approaches:

Hwy. Engr. Sta.	Top Surface	Curb Cut
106+05	16'	N/A

Approved By:
W.J. Quinn, Region Construction Engineer

States' Obligations: State agrees to install on the southerly right of way line, type II fence, using posts spaced 16' apart and woven wire with 3 strands of barbed wire on top. Gateways will be of the type hereinafter specified. Gateways: State agrees to install 20' gate at 106+05±. AS PER CONSTRUCTION PLANS

Withholding $ N/A for N/A

Relocation: 3617 forwarded on 1-29-85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 2,300 By Ron Kennedy Review Appraisal $ 2,300

Staff & $

Fee $ By Ken Dowd
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2537 Participating $ 2300 Non-Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date 1/31/85

Neil Flanigan Right of Way Supervisor

Signed:
Rodney Bliss Right of Way Agent

Date 2-1-85
Right of Way Engineer

Dated: January 29, 1985

Authorized by Commission: Date

③ 2/8/85

FINAL REPORT on Real Property Negotiations

HES-28 (4)

OREGON STATE HIGHWAY DIVISION

File 54027

Sta. 102+70 to Sta. 103+45

Name of owner Garry P. and Nena L. Rodakowski (C.P.)

Margaret Estenson (fee)

Mail address 45461 Goodpasture Road (C.P.) Phone No. 896-3187

Vida, OR 97488 Phone No.

Attorney Address

Purpose of purchase R/W

Deed signed: 12-18-84
OPTION EXPIRES 6-17-85

Possession on payment

Location of property McKenzie Highway at Godard Creek Bridge section of McKenzie Highway in Lane County.

Street address or Sec. T.R. T17S R1E Sec. 18, Tax Lot 301, Springfield

How does taking affect remaining property? Nominal
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Agricultural land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: 140 SF @ nominal value	=	$150.00
Total Compensation	=	$150.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ 0 for

Relocation: 3617 forwarded on 1-14-85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ 150.00 By Kamody
Staff & $
Fee $

Review Appraisal $ 150.00
By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Vida, OR 97488 Phone No.

Attorney Address

Dead signed: 12-18-84
OPTION EXPIRES 6-17-85

Purpose of purchase R/W Possession on payment

Location of property McKenzie Highway at Godard Creek Bridge section of

McKenzie Highway in Lane County.

Street address or Sec. T.R. T17S R1E Sec. 18, Tax Lot 301, Springfield

How does taking affect remaining property? Nominal
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Agricultural land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: 140 SF @ nominal value	=	$150.00
Total Compensation	=	$150.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ 0 for

Relocation: 3617 forwarded on 1-14-85, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ Replacement Housing: $ Rent Supplement

Appraisals: $ 150.00 By Kamody Review Appraisal $ 150.00
Staff & $
Fee $ By Williams
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2537 Participating $ 150 Non-Participating $ -0-

General remarks Assignment of proceeds from Ms. Estenson attached.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date 1/15/85 Signed:
Right of Way Supervisor
Neil Flanagan
Right of Way Agent
Rodney Bliss

Date Dated January 14, 1984
Right of Way Manager

Authorized by Transportation Commission: Date 1-23-85

FORM 734-3042 (Rev. 7-78)

(7) 1/25/85

OREGON DEPARTMENT OF TRANSPORTATION

REVOLVING FUND

SALEM, OREGON

1232

734-1906

No. 215208

73407

DATE December 17, 1985

Two Hundred Fifty and no/100 DOLLARS $**250.00

VOID AFTER 2 YEARS FROM DATE OF ISSUE

TO THE ORDER OF

Thomas and Arlene Rae Boylan
41161 McKenzie Hwy.
Springfield, OR 97477

****THIS CHECK NOT TO EXCEED $250****

BY

NOT NEGOTIABLE

APPROVED SIGNATURE

02-7760
CREW NO.

No. 215208

ORIGINATOR COPY

DATE	INVOICE NUMBER OR DESCRIPTION	NET AMOUNT	
12/17/85	Payment for Release of Obligation for File No. 54239 McKenzie Hwy. @ Godard Cr. Br. Section McKenzie Highway Lane County [illegible]-28 (4)	250	00
	Telephone approval by Rod Henry		
	TOTAL PAYMENT	250	00

CHARGE						
PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT	
R54239	414		352		250	00

10,044

CON 21-4
McKenzie

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

August 16, 1984

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
for Max J. Klotz

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. HES-28(4)
McKenzie Highway @ Godard Creek Bridge Section
McKenzie Highway
Lane County

I request authorization to proceed with the actual acquisition of the right of way as programmed on the subject project at an estimated total cost of $18,000.00 with an obligation of $16,200.00 in Federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map 10C-52-16. No relocation assistance is involved.

RDS:pf
Enclosure

cc: J. B. Boyd
D. Aman
D. Bladorn
H. Coonfield
General Files

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: August 10, 1984

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: McKenzie Hwy. @ Godard Cr.
Br. Section
McKenzie Highway
Lane County
Project #HES-28(4)

We have received four files on the above HES project that is scheduled for a F4qtr85 letting. The acquisition of this right-of-way is estimated at $18,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54027 through 54030 as shown on map 10C-52-16.

DA:jh
attach.

PROGRAM SECTION

AUG 13 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

81-125-1367

Contains Recycled Materials

19,6-14 15 N

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 13, 1984

J. H. Versteeg
Road Design Engineer

Files 54027 through 54030
McKenzie Highway at Godard Creek Bridge Section
McKenzie Highway
Lane County

Attached are descriptions (4 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

10,044

Con 21-4
McKenzie

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 12, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project HES-28(4)
McKenzie Highway at Godard Creek

Mr. Adam's June 25, 1984 letter containing information supporting an exception to the minimum design criteria as set forth in AASHTO Geometric Design Standards for Highways Other Than Freeways has been reviewed. Since the adjacent sections of roadway consists of 12 foot travel lanes and 3 foot shoulders and because no other work is planned on this section of roadway in the foreseeable future the proposed 6 foot shoulders are considered to be adequate. We concur that it is in the public interest to construct this project with 6 foot shoulders.

Sincerely yours,

Dale E. Wilken
Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 13 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

cy - Dmadams
7-17-84

(HES-28(4))

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Lane County

SECTION McKenzie Hwy. @ Godard Cr. Br.

REGION 3

Mc Kenzie Hwy #15

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	20-1913	3-1-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,000	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY	300	300
903 LOCAL GOVERNMENT			918 LOCATION	500	500	935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN	5,000	5,000	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS	1,500	1,500
906 BRIDGE DESIGN	4,000	4,000	921 SPECIFICA-TIONS	3,000	3,000	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	2,000	2,000	923 ENVIRONMENTAL SECTION	500	500	950 TRAINING		
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	3000	3,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	200			
						TOTALS	$ 31,100	$ 31,100
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION	$	
						ADD. AUTH. REQUIRED	$	

FEDERAL AID PROJECT NUMBER HES-28(4)

LOCATION ENGINEER'S REMARKS

This survey is for the preparation of plans, estimates and specifications for a contracted construction project.

Approved by Hwy Eng'r 3-18-83 200,000 / Title II

PREPARED BY Roger E. Petit	DATE 3-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE 7/7/83
RECOMMENDED, REGION ENGINEER X J. X. Wilson	DATE 3-2-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E. S. Hunter	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 6/30/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

MHG0001

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION McKenzie Hwy. @ Godard Cr. Br.	REGION 3

STATE HIGHWAY # 15	HIGHWAY NAME McKenzie	MILE POST FROM 16.3 TO 16.6	LENGTH 0.3
☐ URBAN ☒ RURAL	CITY	COUNTY Lane	ROAD/STREET NAME
ROUTE # 126	FEDERAL AID # FAP 28	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~25~~ 31.32 3-29-83	GRADING	(✓)	✓	FILES	(#)	2
RIGHT OF WAY		$ 4	PAVING	(✓)	✓	ACRES	(#)	1
ROADWAY	$ 77		STRUCTURES	(✓)	✓	RELOCATIONS	(#)	0
STRUCTURES	$ 36.5		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 7.0					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 48.2		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 168.7	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 204 ~~197.7~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	2	2
STRUCTURES	(#)	1	1
SIGNALS	(#)	0	0
BIKE PATH	(Y/N)	N	Y on shldr.
AVERAGE DAILY TRAFFIC		3950	
YEAR OF AVERAGE DAILY TRAFFIC		1981	

DEFINE THE PROBLEM

This structure is located on the vertex of a 10 degree curve with moderate curves and fairly long tangents leading into it. There is a high accident rate with 2 fatalities having occurred.

Extg. Str. 34' W. x 22' L. (1963)

PROPOSED SOLUTION

Realign this section for a distance of approximately 1/4 mile using a 4-degree curve and spirals. The structure would have to be replaced. A culvert installation should be investigated

REQUESTED, REGION ENGINEER X J. K. Wilson	DATE 3-2-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE March 18, 1983	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
McKenzie Hwy. @ Godard Cr. Br.

REGION
3

PROJECT JUSTIFICATION

The highway curvature is excessive in relation to the general geometrics of the highway in this section and many accidents including two fatalities have occurred on the structure.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: McKenzie Hwy. @ Godard Cr. Br.

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S ~~N~~	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES: 2 (LIST BELOW)

COMPANIES
PNB - telephone
EWEB - power

DESIGN SPEED: 55

DESIGN STANDARDS: 3R

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				3			12	-	12			3				
				6	--		12	-	12		--	6				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Agg. Base	18"				
Asphaltic Concrete	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1		36		BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 6/30/83

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION
3

SECTION
McKenzie Hwy. @ Godard Cr. Br.

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately one acre of farm land would be converted to highway use.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be no impact on land use other than that needed for highway use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There should be no change in traffic volumes or flow patterns. The project will substantially increase the safety of the motorist.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No critical concern or controversial issues expected.

RECOMMENDED PROJECT CLASSIFICATION

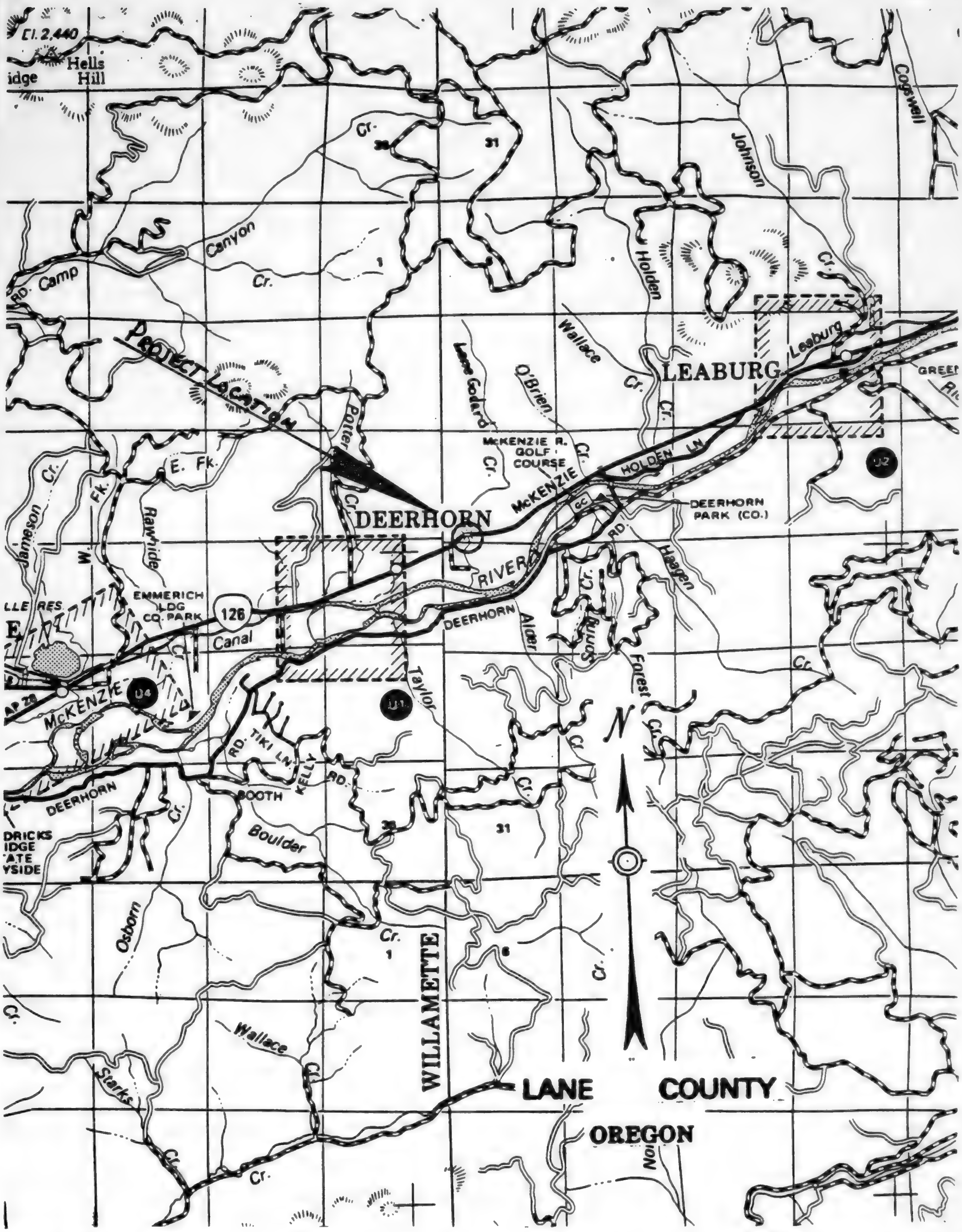
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Roger E Petit	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


El. 2,440
Hells Hill
idge
Cogswell
Cr.
31
Johnson
Canyon
Camp
RD.
Cr.
1
Holden
Wallace
Lane Godard
O'Brien
PROJECT LOCATION
LEABURG
Leaburg
GREEN
Ri
Potter
Cr.
Cr.
Cr.
Cr.
McKENZIE R. GOLF COURSE
E. Fk.
Jameson
Cr.
W. Fk.
Rawhide
McKENZIE
HOLDEN LN
DEERHORN
DEERHORN PARK (CO.)
RD.
Haagen
RIVER
EMMERICH LDG CO. PARK
LLE RES.
E
126
Canal
DEERHORN
Alder
Spring
Cr.
Forest Cr.
U1
U2
U4
Taylor
McKENZIE
AP 28
RD.
TIKI LN
KELLY
RD.
Cr.
DEERHORN
BOOTH
Cr.
31
Boulder
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DRICKS IDGE TATE YSIDE
Osborn
Cr.
1
6
WILLAMETTE
Cr.
Cr.
Wallace
Cr.
Starks
Cr.
Cr.
LANE COUNTY
OREGON
Nolan

101344

CCN 37-4/
[illegible]

NOTED
H.S. COULTER

June 25, 1984

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

McKenzie Highway @ Godard Cr.
McKenzie Highway
Lane County

This letter is to request an exception to the standards for shoulder widths.

This project is a bridge replacement which will also reconstruct the existing 10° curve to a 4° curve. The existing A.D.T. is 4,800. The adjacent sections have 12-foot lanes and 3-foot shoulders. There are no long term projects planned to widen these sections any further to full standards. I propose to construct 12' lanes and 6' shoulders through these sections. The 6' shoulders will accommodate bicycles and will be an improvement over existing conditions.

We solicit your concurrence, that if it is in the public's interest to construct the above shoulder widths.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the *"Geometric Design Standards for Highways Other Than Freeways, AASHTO 1980"*.

A sketch map is attached.

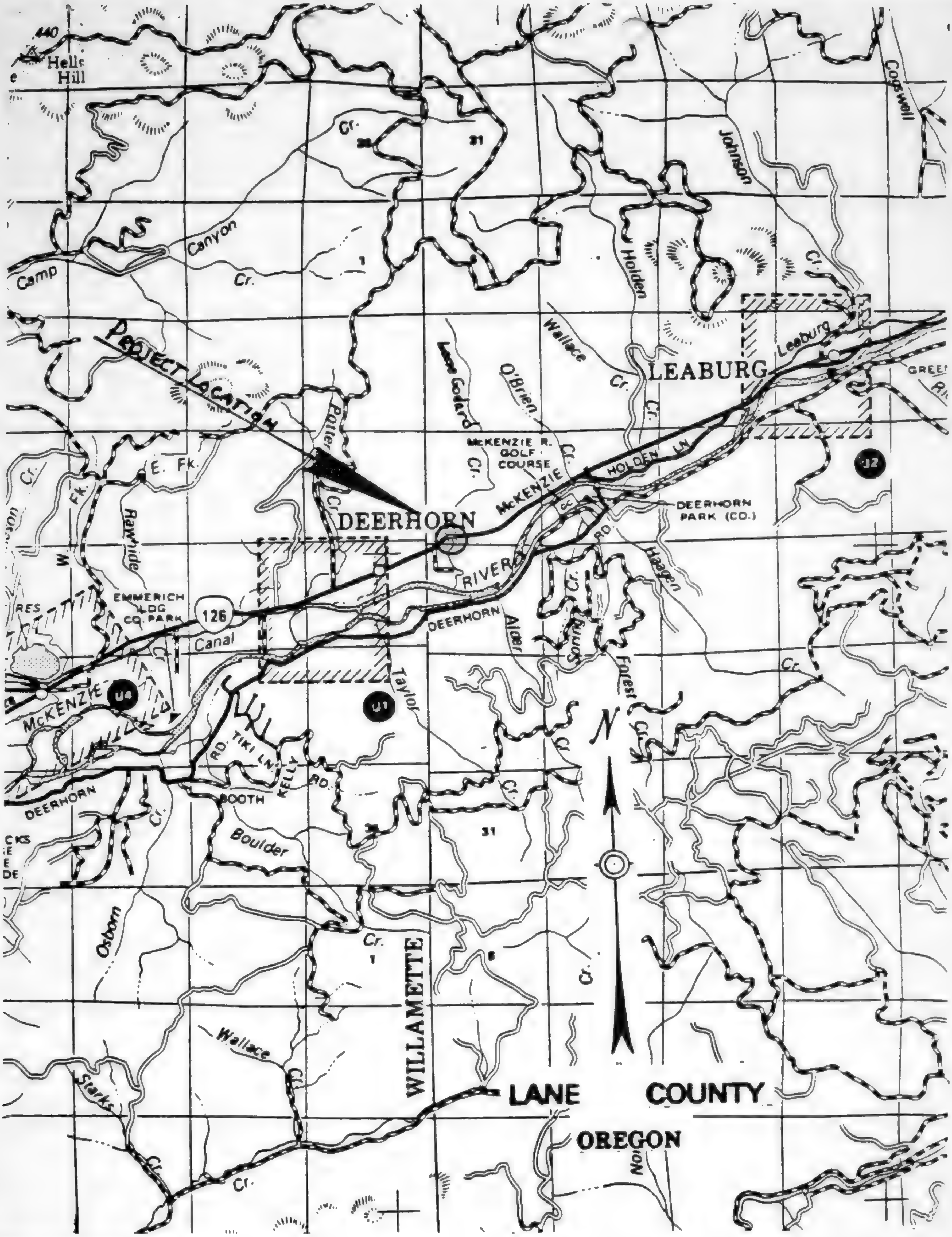
J. H. Versteeg
Road Design Engineer

By
N.E. Mann For
Donald R. Adams, P.E.
Final Design Engineer

DRA:NLH:mg

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

bc: H. S. Coulter w/attach.
E. S. Hunter " "
J. J. Gix " "
N. L. Henry " "


440
Hells Hill
Cogswell
Johnson
Cr.
31
Camp
Canyon
Cr.
1
Holden
Cr.
Wallace
Cr.
Leaburg
LEABURG
GREEN
Ri
PROJECT LOCATION
Lane Godard
Cr.
O'Brien
Cr.
Potter
Cr.
McKENZIE R. GOLF COURSE
McKENZIE
HOLDEN LN
E. Fk.
W. Fk.
Rawhide
32
DEERHORN
DEERHORN PARK (CO.)
RIVER
RD
Haagen
Cr.
EMMERICH LDG CO. PARK
126
RES
Canal
DEERHORN
Alder
Spring Cr.
Forest Cr.
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U4
U1
RD
TIKI LN
KELLY
RD.
Cr.
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DEERHORN
BOOTH
Cr.
31
Boulder
Osborn
Cr.
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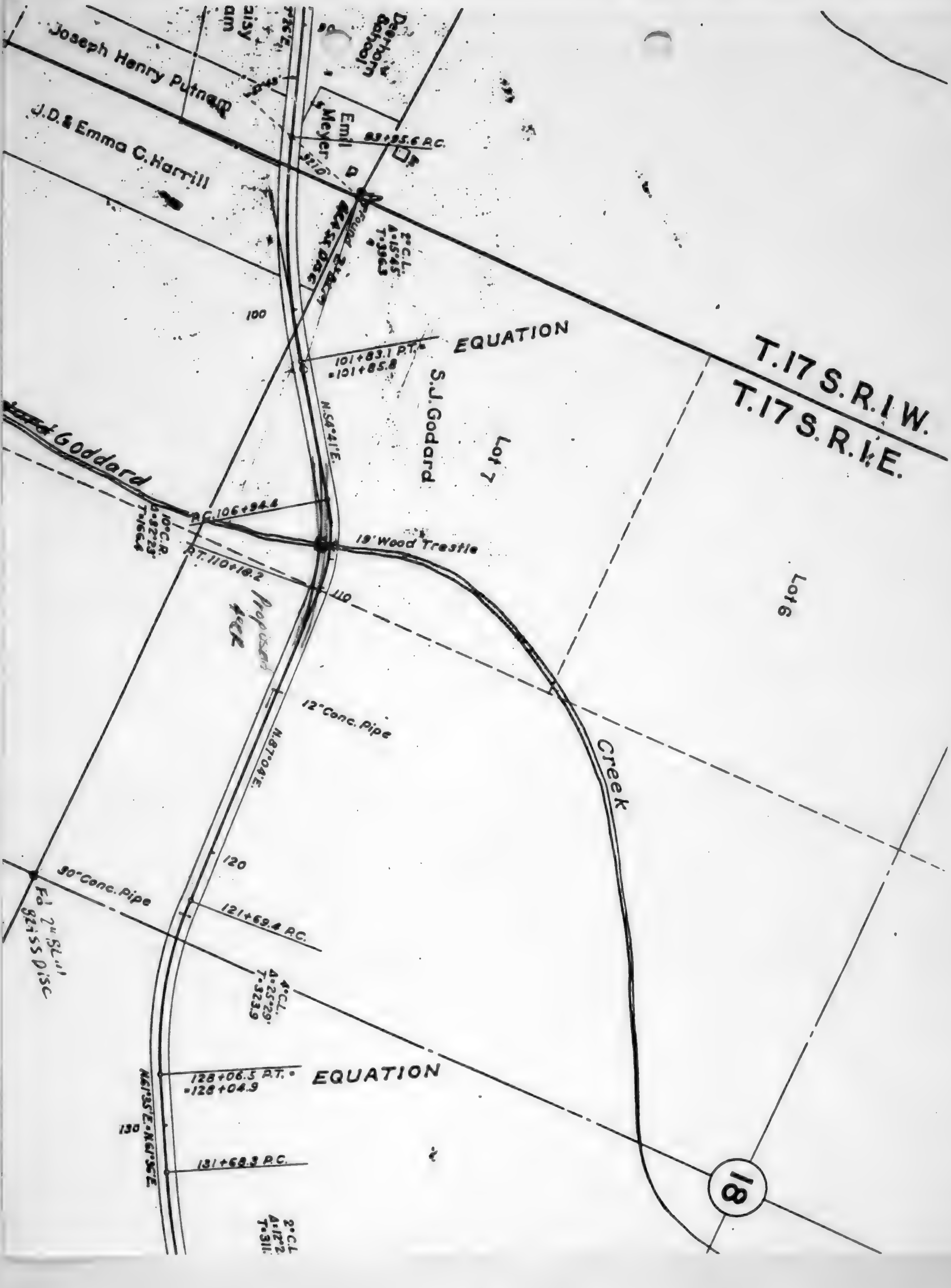
WILLAMETTE
Cr.
Wallace
Cr.
Starks
Cr.
Cr.
LANE COUNTY
OREGON
Nion

Joseph Henry Putnam
J.D. & Emma C. Harrill
Emil Meyer
Dearhorn School
aisy
am
83+95.6 P.C.
Found 2" Iron Pipe
6°C.L.
Δ-15°45'
T-396.3
100
101+83.1 P.T. =
=101+85.8
EQUATION
S.J. Godard
N.54°41'E.
Lot 7
T.17 S. R.1 W.
T.17 S. R.1 E.
Goddard
P.C. 106+94.4
10°C.R.
Δ-32°23'
T-166.4
19' Wood Trestle
P.T. 110+18.2
110
Proposed Track
Lot 6
12" Conc. Pipe
N.87°04'E.
Creek
120
30" Conc. Pipe
Fd 2" Steel Brass Disc
121+69.4 P.C.
4°C.L.
Δ-25°29'
T-323.9
128+06.5 P.T. =
=128+04.9
EQUATION
N.61°35'E.
130
131+68.3 P.C.
2°C.L.
Δ-12°2'
T-311.
18

10,041

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-28(4) Con 21-4
2. STATE PROJECT NO. McKenzie See below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/24/83
8. FEDERAL ROUTE NUMBER Primary 18
9. STATE ROUTE NUMBER Primary 15

10. GENERAL LOCATION:
McKenzie Highway at Goddard Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $25,000 F.F $22,500
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's letter of 6/15/83.

RECEIVED
STATE HWY ENGR
JUN 28 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 6/29

14. DATE 6/24/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,044

CON 21-4
McKenzie

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6

DATE: June 15, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30141
Project No. HES-28(4)
McKenzie Highway at Godard Creek Bridge Section
Lane County

Attached data consists of PR-1 forms with project maps, narrative, safety priority index system sheet and collision diagram.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain P.S. & E. approval at an estimated total cost of $25,000 with an obligation of $22,500 in federal funds.

Copies of A-95 conclusions have been previously submitted.

DRH:lb

Att.

cc L. E. George
James J. Gix
General Files

10,2[illegible]

Con 21-4
McKenzie

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
June 9, 1983
cc: FHWA
State Highway Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg. 3 Engr.: J.J. Gix
Dis. 5 Engr.: L. R. Asburry

CONCLUSIONS

APPLICANT: Dept. of Transportation

PROJECT TITLE: McKenzie Highway & Godard Creek Bridge

DATE: June 7, 1983 LANE CO. HWY #15

NOTED
H.S. COULTER

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
JUN 9 '83
REFER TO
FOR

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: **OR 830510-096-2**

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAY 11 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830510-096 Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

MAY 16 1983

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

PNRS #2 Phone Number 8-3059

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-15-83

NE of Walterville, NE 0.3 mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	3,950	---	---	10	Oregon	41	141 ~~101~~	30141

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							HES-	28	(4)		

COUNTY NAME: Lane
CODE: 039

ROUTE NO.: P
FEDERAL-AID: 28
STATE: 15
U.S.:

PROGRAM STAGE
☐ 1 OR ☐ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (90%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"McKenzie Hwy. at Godard Cr. Bridge Sec."	0.30	25,000	22,500	2,500		ROW - 80' min.; Access Control-none Parking Restrictions-none
	0.30	5,000	4,500	500		
	0.30	170,000	153,000	17,000		
DRH — PROJECT TOTALS	0.30	200,000	180,000	20,000		

3-1-83

REMARKS

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-15-83

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2

REPORT NUMBER: (19) (20)

PROJECT LOCATION *(45 typewriter spaces)*: SR 126, 3.6 mi. NE of Walterville, NE 0.3 mi.

ADT PRESENT: 3,950

FUTURE: ---

YEAR: ---

REGION: 10

STATE NAME: Oregon

CARD 3

CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: P.E., Gr. H-T Pave. & Str.

NATL. FOREST:

FH ROUTE NO.:

SUPV. AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): HES- NUMBER: 28

CARD 4

CLASS OF FEDERAL FUNDS: Hazard Elimination Program

NAME OF URBAN AREA (17-31): ---

COUNTY NAME: Lane CODE: 039

ROUTE NO. P — FEDERAL-AID: 28 STATE: 15 U.S.:

CARD 5

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (90%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (56)	(60) (66)	(67) (76)		
5					**PE**			0.30	25,000	22,500	2,500	
5					**ROW**			0.30	5,000	4,500	500	
5					**CONST** (CODE) I000 X020		"McKenzie Hwy. at Godard Cr. Bridge Sec."	0.30	170,000	153,000	17,000	

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1		DRH		0.30	200,000	180,000	20,000	
1	14	PROGRAM APPROVAL DATES	3-1-83			(18) (23)	(24) (33)		

REMARKS

McKenzie Highway at Godard Creek Bridge Section

Existing Facility:

Roadway -- Bituminous surfaced 2-12 foot travel lanes with 3-foot shoulders.

Structure -- Godard Creek Bridge #1541, reinforce concrete slab span, length 22-feet, HC 34-feet.

Adjacent Sections: Same as roadway above.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases including utility preparatory work and archeological salvage.
2. Right-of-way acquisition all phases.
3. Construct on improved alignment two 12-foot travel lanes with 6-foot shoulders requiring grade, drain and H-T pavement; construct one concrete reinforce slab span bridge approximately 22 feet in length with horizontal width of 36 feet; utility adjustments as required and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Recreational and Historical Areas: None involved.

23 CFR 771 Requirements: Categorical exclusion concurred in by FHWA on May 10, 1983.

FHPM 4-1-4 Requirements: A-95 review conclusions by State Clearinghouse dated June 7, 1983, and by District 5 Clearinghouse May 19, 1983.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable.

FHPM 7-7-5 Requirements:

a. Public Hearings: Not required under Oregon Action Plan.
b. Loc./Des.: Not a factor in the development of this project.

Data for FHWA-37's:	Type Code		
	Type Code	I000	$120,000
		X020	50,000

Note: 1. This project is in Congressional District No. 4.
2. This project has a favorable benefit/cost ratio.

10,044

CON 21-4
McKenzie

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO

Date: May 5, 1983

To: Executive Department
Federal-Aid Coordination Unit

Lane Council of Governments
125-8th Avenue East
Eugene, OR 97401

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 5
Section: McKenzie Hwy. @ Godard Creek Bridge Sec.
Highway: McKenzie Hwy. State Route 126
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 10, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 3 Engr.: Jim Gix
Dis. 5 Engr.: L.R. Asubrry
Aeronautics Division
David Powers, Parks
J.L. Gaither

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
MAY 09 '83
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department Of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80	
04	12] CONTACT PERSON [45 Gary Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 McKenzie Hwy. @ Godard Creek Bridge Sec.			
11	12] PROJECT LOCATION—CITY McKenzie Hwy. State Route 126	PROJECT LOCATION—COUNTY Lane	PROJECT LOCATION [79 SEC: 18 T: 17S R: 1E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Minor highway realignment by flattening a curve requiring replacement [71

06 12] of the existing Godard Creek Bridge with either a new structure or a [71

07 12] culvert. This work will correct an existing high hazard condition. [71

08 12] [71

09 12] [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	180,000		20,000			200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: May 5, 1983

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 June	43] DAY [44 10	45] YEAR [46 1983

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION McKenzie Hwy. @ Godard Cr. Br.	REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately one acre of farm land would be converted to highway use.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be no impact on land use other than that needed for highway use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There should be no change in traffic volumes or flow patterns. The project will substantially increase the safety of the motorist.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No critical concern or controversial issues expected.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

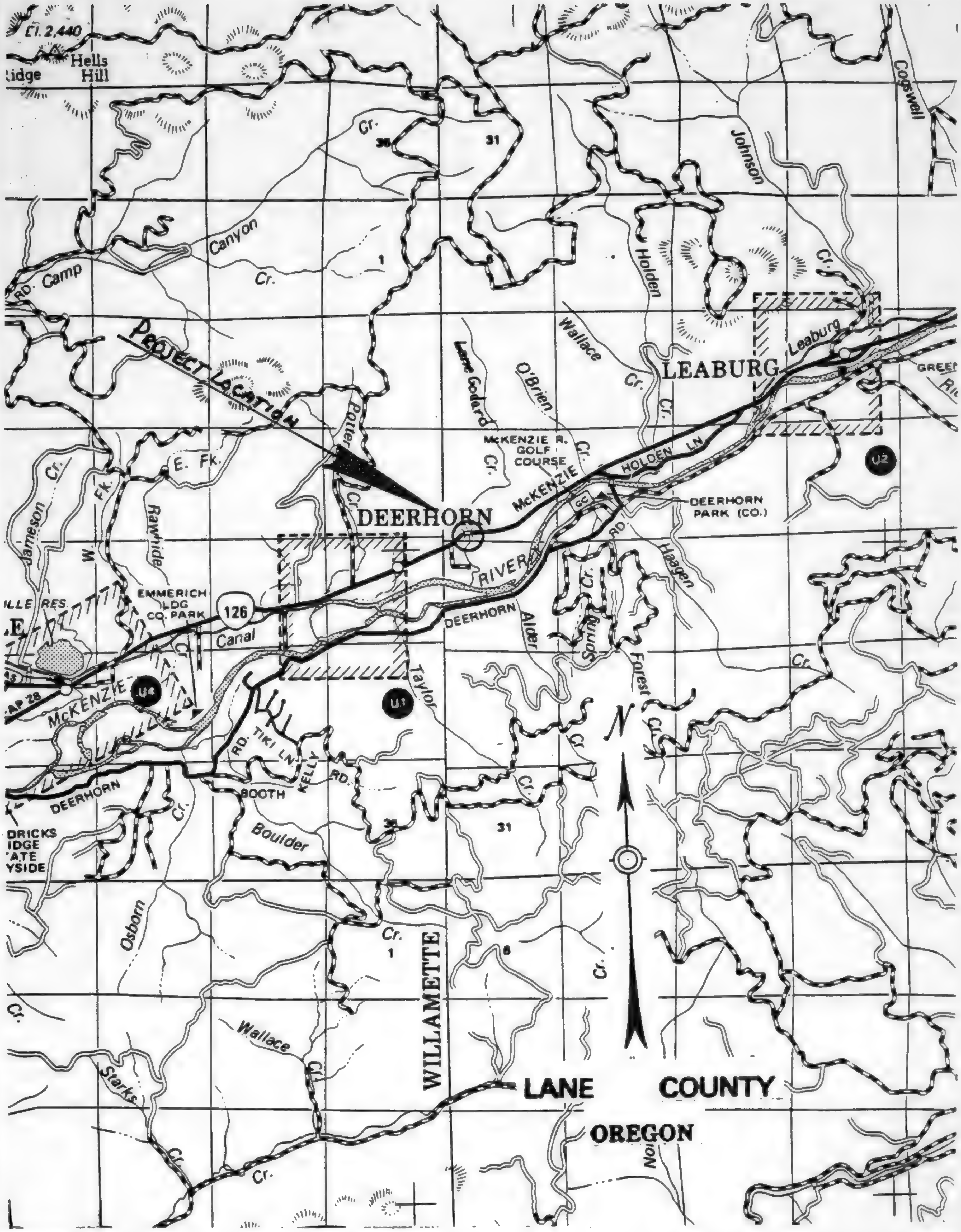
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Roger E Petit	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


El. 2,440
Hells Hill
Ridge
Cr.
36
31
Cogswell
Johnson
Canyon
Camp
RD.
Cr.
1
Holden
Cr.
PROJECT LOCATION
Lane Godard
Wallace
O'Brien
Cr.
LEABURG
Leaburg
GREEN
Potter
Cr.
Cr.
McKENZIE R. GOLF COURSE
Cr.
HOLDEN LN.
U2
E. Fk.
McKENZIE
GC
DEERHORN PARK (CO.)
Jameson
Cr.
W. Fk.
Rawhide
DEERHORN
RD.
Haagen
RIVER
Cr.
EMMERICH LDG CO. PARK
126
DEERHORN
Alder
Spring
ILLE RES.
Canal
Cr.
Forest
Taylor
Cr.
U3
McKENZIE
U1
N
Cr.
Cr.
AP 28
RD. TIKI LN.
KELLY RD.
DEERHORN
BOOTH
Cr.
DRICKS IDGE TATE YSIDE
Boulder
36
31
Osborn
Cr.
1
6
WILLAMETTE
Cr.
Cr.
Wallace
Cr.
Starks
LANE COUNTY
OREGON
Cr.
Cr.
Noti

10, -11

CON 21-4T
McKenzie

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

May 5, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
McKenzie Highway @ Godard Creek Bridge
McKenzie Highway
Lane County
F-28(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lb

Attachment (4)

for Richard R. [illegible] 5/10/83
Division Administrator Date

ENVIRONMENTAL SECTION
May 11, 1983

cc:
J. B. Boyd (3)
J. H. Versteeg (
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs U
Phil Lewellyn
Surfacing Design
General Files
Jim Gix
Gerald Parker
Elliot Parker
Larry Asburry
Don Keyes

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
McKENZIE HIGHWAY @ GODARD CREEK BRIDGE

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately one acre of farm land would be converted to highway use.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be no impact on land use other than that needed for highway use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There should be no change in traffic volumes or flow patterns. The project will substantially increase the safety of the motorist.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

This project will cause minor disturbance on the existing stream, but only during construction. No significant effect on wildlife or ecological resources will be caused by this project.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No critical concern or contrversial issues expected.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

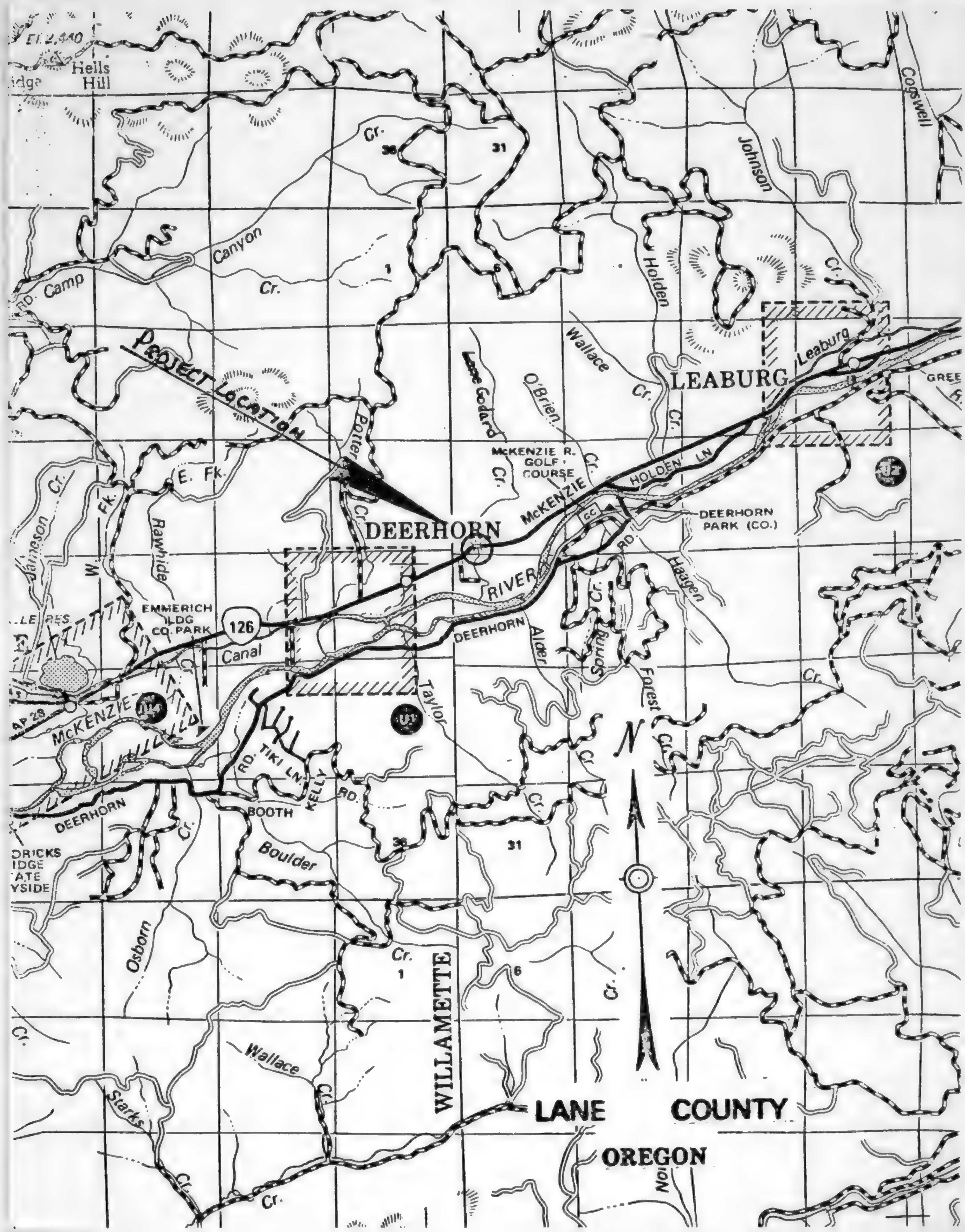
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

In accordance with 23 CFR 771.115, this project is a Categorical Exclusion.

OTHER DOCUMENTATION

PREPARED BY X Roger E. Patitz	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


El. 2,440
Ridge
Hells Hill
Cr.
36
31
Coggswell
Johnson
Canyon
Camp
RD.
Cr.
1
6
Holden
Cr.
Wallace
Leaburg
LEABURG
GREE
PROJECT LOCATION
Potter
Cr.
Lane Godard
Cr.
O'Brien
Cr.
Cr.
Cr.
McKENZIE R. GOLF COURSE
HOLDEN LN
McKENZIE
E. Fk.
W. Fk.
Jameson Cr.
Rawhide
DEERHORN
GC
DEERHORN PARK (CO.)
RD
RIVER
Hagen
Cr.
EMMERICH LDG CO. PARK
126
Canal
DEERHORN
Alder
Spring
Forest
Cr.
Taylor
U1
McKENZIE
RD.
TIKI LN
KELLY
RD.
Cr.
Cr.
N
DEERHORN
BOOTH
Cr.
36
31
Boulder
HENDRICKS BRIDGE STATE WAYSIDE
Osborn
Cr.
1
6
Cr.
WILLAMETTE
Cr.
Wallace
Cr.
Starks
Cr.
Cr.
LANE COUNTY
OREGON
Noi

15[illegible]

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

MHG0001

SECTION McKenzie Hwy. @ Godard Cr. Br. 3-18-83			KEY ID #
			REGION 3
STATE HIGHWAY # 15	HIGHWAY NAME McKenzie	MILE POST FROM 16.3 TO 16.6	LENGTH 0.3
☐ URBAN ☒ RURAL	CITY	COUNTY Lane	ROAD/STREET NAME
ROUTE # 126	FEDERAL AID # FAP 28	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 25	GRADING (✓)		FILES	(#)	2
RIGHT OF WAY		$ 4	PAVING (✓)		ACRES	(#)	1
ROADWAY	$ 77		STRUCTURES (✓)		RELOCATIONS	(#)	0
STRUCTURES	$ 36.5		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 7.0				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 48.2		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 168.7	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 197.7					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	Y on shldr.
AVERAGE DAILY TRAFFIC	3950	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure is located on the vertex of a 10 degree curve with moderate curves and fairly long tangents leading into it. There is a high accident rate with 2 fatalities having occurred.

PROPOSED SOLUTION

Realign this section for a distance of approximately 1/4 mile using a 4-degree curve and spirals. The structure would have to be replaced. A culvert installation should be investigated.

REQUESTED, REGION ENGINEER X J. K. Wilson	DATE 3-2-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE March 18, 1983	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR**. Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

[illegible] 10-88

[illegible] 10-87

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION McKenzie Hwy. @ Godard Cr. Br.	KEY ID # REGION 3

PROJECT JUSTIFICATION

The highway curvature is excessive in relation to the general geometrics of the highway in this section and many accidents including two fatalities have occurred on the structure.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
McKenzie Hwy. @ Godard Cr. Br.

REGION
3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) / NEW (#)	

UTILITIES 2 (LIST BELOW)

COMPANIES
PNB - telephone
EWEB - power

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED
55

DESIGN STANDARDS
3R

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				3			12	-	12			3				
					--		12	-	12		--					

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Agg. Base	18"				
Asphaltic Concrete	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1		36		BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION McKenzie Hwy. @ Godard Cr. Br.

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 3-1-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	100	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	500		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	3000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	500		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	500		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This survey is for the preparation of plans, estimates and specifications for a contracted construction project.

PREPARED BY Roger E [illegible]	DATE 3-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X J. X. Wilson	DATE 3-2-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734 .014 (7-82)

10,044

Dick

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: March 16, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
McKenzie Highway
M.P. 16.40 - M.P. 16.50

A project has been requested to flatten a sharp curve and replace a bridge on the subject highway.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	McKenzie Highway at Godard Creek Bridge Lane County	$200,000	$180,000	$20,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

RHB:ds
Attachments

orig to Dreiman
cy George
files
3/18

NOTED
L.E. GEORGE

APPROVED:

H S Coulter
State Highway Engineer

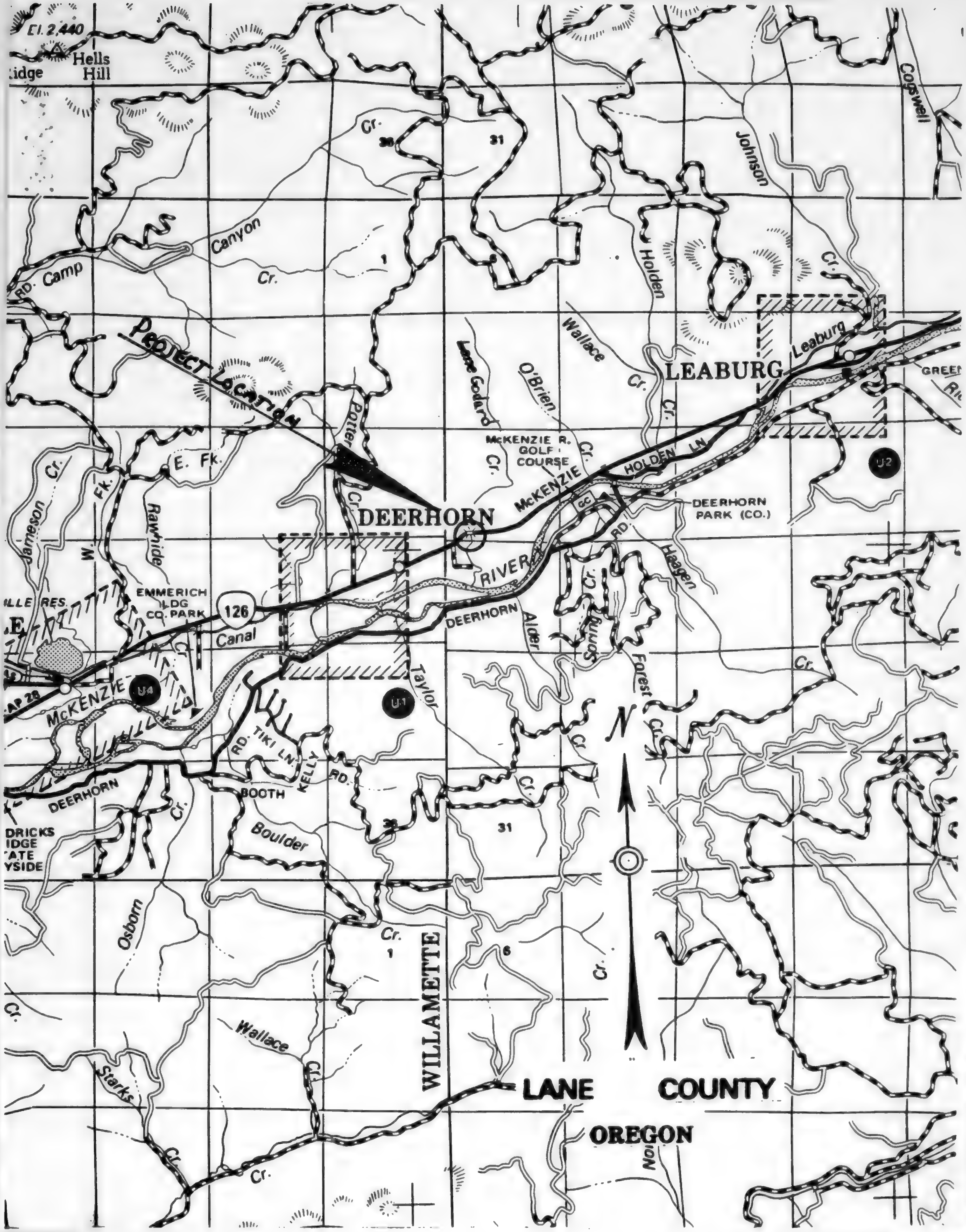
Date: 3-18-83

RECEIVED
MAR 21 1983
TRAFFIC ENGINEERING

RECEIVED STATE HWY ENGR						
MAR 17 '83						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

Contains Recycled Materials


El. 2,440
Hells Hill
Ridge
Cogswell
Johnson
Cr.
36
31
Canyon
Cr.
RD. Camp
1
Holden
Cr.
Wallace
Cr.
Leaburg
LEABURG
GREEN
PROJECT LOCATION
Little Goddard
Potter Cr.
O'Brien
Cr.
Cr.
McKENZIE R. GOLF COURSE
McKENZIE
HOLDEN LN
GC
RD
DEERHORN
DEERHORN PARK (CO.)
Hagen
RIVER
U2
U1
U4
E. Fk.
W. Fk.
Jameson Cr.
Rawhide
EMMERICH LDG CO. PARK
126
Canal
Cr.
RES.
McKENZIE
DEERHORN
Alder
Spring Cr.
Forest Cr.
Taylor
TIKI LN.
RD.
KELLY
RD.
BOOTH
DEERHORN
Cr.
Cr.
Boulder
36
31
N
Osborn
Cr.
1
6
Cr.
WILLAMETTE
Cr.
Wallace
Cr.
Starks
Cr.
Cr.
LANE COUNTY
OREGON

10,044

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

TITLE II PROJECT APPLICATION
(1973 Federal-Aid Highway Act)

GOVERNMENTAL UNIT SUBMITTING PROJECT Oregon State Highway Div. DATE 3/11/83

SUGGESTED NAME OF PROJECT McKenzie Hwy. @ Godard Cr. Br.
Minor Curve Correction & Structure Replacement

LOCATION OR LIMITS OF PROJECT M.P. 16.3 to M.P. 16.6 on the McKenzie Highway in Lane County

PROJECT DESCRIPTION This proposed project would consist of minor curve realignment by flattening the curve somewhat and replacing the existing Godard Creek Bridge or possibly installing a culvert.

DESCRIBE PRESENT CONFIGURATION OR SITUATION LEADING TO PROJECT REQUEST Presently the Godard Creek Bridge lies on the vertex of a 10° curve with moderate curves and long tangents leading into it. Many accidents, including two fatals have occurred at this location.

EXPECTED BENEFITS A reduction in curvature of the highway at this location along with the proposed structure replacement and guardrail installation will improve the highway geometrics to where a safe section will exist and accidents will be reduced.

ADDITIONAL RIGHT-OF-WAY REQUIRED YES ☒ NO ☐

METHOD OF CONSTRUCTION ANTICIPATED

☒ Contract ☐ City-County Forces 1/ ☐ State Forces

ESTIMATED COST
$197,700

LIST ACCOMPANYING EXHIBITS (Vicinity Maps - Volume Data - Photographs, etc.)
Prospectus, vicinity map, collision diagram, B/C computation, narrative

---

1/ Attach six signed copies of City/County Force Order

1985 Dist. 14 Pav. Proj. SW Vale 10,045
(Unit A) & @ Nyssa E. city limits (Unit
B). (paving & guard.)

10,045

March 27, 1987

CON 5 - 10,045

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On February 25, 1987, we wrote to you concerning release of final payment on Contract No. 10,045 awarded to Morse Bros., Inc. for work on the District 14 Paving Project on the Central Oregon Highway (Unit A beginning at Harper Junction and Unit B beginning at the east city limits of Nyssa) in Malheur County.

Final payment on this contract is $10,442.19 and the total contract amount is $2,377,997.13. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,045

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10045

TO: Commission Services

DATE: February 19, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10045, On Site Work Substantially Completed October 22, 1985

All Work Completed April 4, 1986

Project District 14 Paving Project

Highway Central Oregon

County Malheur

Type of Work Paving and Guardrail

Contractor Morse Brothers, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-25-87 - Surety letter sent - slp

RECEIVED
FEB 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,045

January 14, 1987

Morse Bros., Inc.
Tangent Division
32260 Hwy. 34
Tangent, OR 97389

CON 5
10015
10025
10045

Attn: Robert R. Reinhard
Vice President & General Manager

Re: Final Payment
Contract Nos. 10015, 10025, and 10045

The Final Estimate and Voucher for Contract No. 10015 has been mailed to you. Final payment will be made upon receipt of the final estimate certificate from you.

The Final Estimate on Contract No. 10025 has been delayed pending a resolution of the compaction pay factor for Lot 2. This has been resolved and the Final Estimate will be processed within the next few weeks.

The Final Estimate on Contract No. 10045 has been delayed pending resolution of failing "C" value tests. This has been resolved and the Final Estimate will be processed within a few weeks.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson

01133m

Concurrently, Dave Glenn, Quality Control Supervisor, reviewed Price Agreement No. 5 dated March 9, 1986, offering to the contractor a 1.00 pay factor for compaction for Lot 2. Dave recommended to not approve the Price Agreement for lack of information. Jerry Wimer sent the Price Agreement back to Region for their further study.

The Project Manager sent an explanation of Price Agreement No. 5 to the Construction Section on June 14, 1986. Dave reviewed and recommended on June 25, 1986, a 25 percent price reduction for low compaction on Lot 2.

On September 29, 1986, Bud Van Cleave, Pavement Quality Coordinator, recommended the approval of Price Agreement No. 5. Region sent to the Construction Section another letter of explanation on November 18, 1986. I recommended to Jerry Wimer in a memo dated November 25, 1986, to approve Price Agreement No. 5.

Jerry approved Price Agreement No. 5 on November 26. The Region computed a bonus of $3,644.01 on the Class "C" AC based on Lots 1, 2, and 3. A 1.00 pay factor for compaction on Lot 2 provided for $1,405.84 of the total bonus of $3,644.01. The calculations were sent to the Quality Control Unit on January 2, 1987, for verification.

Contract No. 10045, District 14 Paving Project

Third Notification - April 4, 1986

The Quality Control Unit received the test summary from the Region and the Materials Section on May 9, 1986, and May 13, 1986. Paul Anello reviewed and returned the project back to the Region on June 25, 1986, because of missing contractor's process control data. We received the missing data on August 4, 1986.

The "C" value testing on this project showed that the AC mixtures had failed and a penalty should be assessed to the contractor according to the specifications. Our Project Manager submitted to the contractor Price Agreement No. 11 on August 6, 1986, changing the specifications from the 1985 specs to the 1986 specs. The Project Manager stated in his letter, "Price Agreement No. 11 will not result in a penalty." The Project Manager received that directive verbally from Dave Glenn.

Price Agreement No. 11 was signed by the contractor and sent to the Construction Section on August 11, 1986. I recommended approval but Jerry would not approve until more information about the failing "C" values was received.

I sent a memo dated September 9, 1986, to the Region asking them for more information. In the meantime, the Construction Section initiated a "C" value study on September 19, 1986. The Region sent a response to my memo on October 27, 1986, offering more information.

Jerry Wimer, Bud Van Cleave, and I decided to have the backup samples run before deciding on the "C" value penalty. Bud was to have the Project Manager send in the backup samples. On November 6, 1986, at the Idaho Asphalt Conference, I asked Herb Shaw if he had sent in the backup samples and he said he had not. I reminded him that that needs to be done.

The Materials Section received four of the backup samples on December 2, 1986. The "C" values for these samples averaged over 100. The Materials Section stated that the results were invalid and cannot be compared to specifications due to the prolonged storage time and in appropriate sample storage. The date reported was December 12.

On December 19, the Quality Control Unit upgraded the original "C" value results by:

1. Using a straight-line interpolation of the increase in "C" values over a theoretical two month period versus a 15 month period after obtaining samples.

2. Using the smallest increase in "C" values over a 15 month period and adding this increase to all of the test results.

Both methods showed that the weighted average of the "C" values was above 30. Therefore, no penalty is to be assessed. Jerry Wimer approved on December 29, 1986. The Region, Materials, and Contract Payments Section has been notified.

AL:mk

12013m

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction

378-6509

CON 5 - 10015,
10025 and 10045

TO: O. B. Jackmond
Contract Administration Engineer

DATE: January 7, 1987

FROM: Art Louie Art Louie
Quality Control Supervisor

SUBJECT: Status of Contracts 10015, 10025 and 10045

Contract No. 10015, Monroe-Crow Creek

Third Notification - December 6, 1985

The Quality Control Unit received the test summary from the Region and the Materials Section on January 7, 1986, and January 9, 1986. Region noted 67 missing contractor's process control tests. They did not offer any suggested solution. Also, no Price Agreement was submitted documenting the decision to go to the control strip method. The bonus,based on the control strip, was $10,488.93.

Don Jenks, Specifications Compliance Assistant, returned the project to Region on January 8, 1986, to have backup AC samples for sublots tested. Don called back to Region on February 6, 1986, and found the backups were not done. Region called on March 10, 1986, resolving the problem by including the questionable lot as part of the experimental work.

Paul Anello, Quality Control Assistant, reviewed the test summaries on June 13, 1986. He found missing contractor's process control charts and that the Region had not concurred with Don Jenk's AC bonus calculations. Region submitted charts on June 19, 1986, and concurred with the bonus on June 20, 1986. Jerry Wimer wrote a memo dated June 26, 1986, directing us to charge the contractor for missing process control tests.

The backlog of contracts to be reviewed started to grow in July. This project was placed on the shelf. On September 15, 1986, we made the decision to exclude P.I. tests for the C.A. from the contractor's process control tests. We determined the value of the remaining tests to be $1,177. Ken Berg, Specification Compliance Specialist, cleared the project on October 14, 1986.

Contract No. 10025, Rondo St.-Blossom Lane

Third Notification - February 20, 1986

The Quality Control Unit received the test summary from the Region and the Materials Section on March 18, 1986, and March 20, 1986. Paul Anello reviewed and returned the project to Region on May 13, 1986, because of missing contractor's process control charts and test results. We received the missing data on May 14, 1985.

MORSE BROS.
Highway Construction Group

RECEIVED
STATE HWY ENGR
NOV 6 '86
REFER TO Jackmond
FOR

NOTED
W. E. SCHWARTZ
Cy 11/6
dus 11/14

October 4, 1986

Mr. W.E. Schwartz
Assistant State Highway Engineer
102 Transportation Building
Salem, OR 97310

Subject: Final Payment

Dear Mr. Schwartz:

We continue to have difficulties getting past projects that have had the "Third Notification" issued, finalized as far as payment is concerned. On a couple occasions over the past two years I have heard both yourself and Mr. Chuck Frederickson state the emphasis you were going to place on getting out final pay estimates, timely.

Three Oregon State Highway Division projects 10015, 10025, and 10045 have been completed and have had "Third Notification" issued. On December 12, 1985, OSHD 10015 had Third Notification issued, on February 20, 1986, OSHD 10025 had Third Notification issued, and on April 4, 1986 OSHD 10045 had the Third Notification issued, and to date final payment has not been made on any of the three. I don't know if eleven months, eight months, or seven months lapse since job finalization and issuance of Third Notification is timely in the State of Oregon's time frame but, it is not in mine. I would appreciate your checking into OSHD projects 10015, 10025, and 10045 and see what can be done to speed up final payment.

Your efforts and consideration is appreciated.

Sincerely,

MORSE BROS., INC.

Robert Reinhard

Robert R. Reinhard
Vice President & General Manager

cc: C.O. Fredrickson/Construction Engineer
Alva Vohland
Herb Shaw

bwk

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

10,045

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION District 14 Paving Project	WEEK ENDING April 19, 1986
		SECTION PREFIX C10045
	HIGHWAY Central Oregon	COUNTY Malheur
NAME OF JOB	KIND OF WORK Paving, Guard Rail	
CONTRACTOR Morse Brothers	CONTRACT NUMBER 10045	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT May 14, 1985	DATE WORK STARTED July 10, 1985	ESTIMATED COMPLETION DATE October 22, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 150 SPECIFIED CALENDAR DAYS	WORK DAYS USED 147 CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE October 26, 1985	PERCENT OF TIME ELAPSED 98
PROJECT AUTHORIZATION: $ 2,674,034		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 2,376,919	ENGINEERING AUTHORIZATION $ 190,154	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,376,919	ENGINEERING COST TO DATE $ 174,512	DATE PROJECT WAS COMPLETED: October 22, 1985
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 92 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Recycled	Guardrail
.	.	.	100	100	100.	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS Crushing	OIL & BITUMINOUS MACADAM Guardrail	PAVING
MILES IN PROJECT		14.76			14.76
MILES PARTIALLY COMPLETED					
MILES COMPLETED		14.76			14.76
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,540cy	3,900tn	43,800tn	24,688lf	48,760tn
TOTAL QUANTITIES CORRECTED TO DATE	303cy	9,149tn	56,200tn	23,238lf	41,593tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	303cy	9,149tn	56,200tn	23,238lf	41,593tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		0		
MONDAY 14		0		
TUESDAY 15		0		
WEDNESDAY 16		0		
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		

CONTR. NO: 1004 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK**: April 19, 1986

SUNDAY 13	No activity.
MONDAY 14	No activity.
TUESDAY 15	No activity.
WEDNESDAY 16	No activity.
THURSDAY 17	No activity.
FRIDAY 18	No activity.
SATURDAY 19	No activity anticipated.

REMARKS

Semi-final submitted to Region office Monday, April 21.

FINAL REPORT

SIGNED Hubert E. Shaw LOCATION Ontario
H.E. Shaw, Proj. Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

10,045

MORSE BROS.
Highway Construction Group

October 23, 1985

Mr. Herbert E. Shaw
Oregon State Highway Division
802 E. Idaho Avenue
Ontario, OR 97914

Subject: District 14 Paving
OSHD Contract No. 10045
Retainage - Estimate No. 2

Dear Herb:

It has come to my attention that Salem over rode your recommendation for reduction of retainage on Estimate # 2. On October 5, 1985 well over 95% of the work and the worth of this contract had been done. All that remained to complete after October 5, 1985 was to finish some shoulder rock (approximately $5,000) install the mailboxes ($1350), exchange some rail end pieces (say $1,000), and remove the signing ($2,000). Approximately $10,000.00 left on $2,355,000.00 worth of work or less than 1/2%.

Against your authority, as per Section 109.09 of the Standards your recommended retainage of $40,000.00 (which I felt was too high based on the percentage of work left to complete), Salem arbitrarily bounced the retainage to $77,000.00. Per Section 109.05 this letter serves as a notice of our intent to claim for the interest lost on the $37,000.00 withheld from our Estimate # 2.

I would appreciate your efforts to get a supplemental estimate issued as soon as possible. If the supplemental estimate is received by November 5, 1985 the aforementioned claim for interest will be dropped.

Thank you for your time and consideration.

Very truly yours,

MORSE BROS., INC.

Robert R. Reinhard
General Manager
Highway Construction Group

RECEIVED
STATE HWY ENGR
OCT 28 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓					✓	

NOTED
W. E. SCHWARTZ
cy
10/28

cc: Robert Hector, Region Engineer
~~W.E. Schwartz~~, Assistant State Highway Engineer

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

1985 Hawthorne Ave.@ Ctr. St. 10,046
(Salem) Sec, FAU 1635.
(gr, pav, signals)

C+A 6648 05-17-82

FUNDING WORKSHEET FOR AUTHORITY FOR SURVEY/LOCATION PROSPECTUS

Section Center St - State St

Authority for Survey # 2

Prefix (only if for additional funding) # 324-1942

Highway Hawthorne Ave FAU 1635

County Marion

Column A - Total Funds needed for present phase of work

Column B - Total Funds needed to complete project

Funds to Be Added to SA#

		Spent Thro	Auth By SA#	Add'l Funds Required by Resident	Add'l Funds Required By Region	Add'l Funds Required by Salem		Total needed for a Compl. Project	for ph I
Resident Engineer	901	15	4200					4,200	4200
Citizens involvement	902	0	200					200	200
Payment to local government	903	0	75000	(City)	62000			137,000	137,000
Consultant fees	904								
Final Design	905	0	1 000			1000		2000	0
Bridge Design	906	21	0			50		50	0
reliminary Design	907	0	300					300	300
ight of way descriptions	909								
Soils and geology	910					1000		1000	1000
Signing (traffic dept.)	911					50		50	50
Landscape department	912								
Right of way - liaison & relocation	913								
Utility liaison	914								
Photogrammetry	916								
Inventory needs	917								
Reconnaissance & Hydrology	918								
Engineering graphics	919								
Project Management	920	8407	0			8500		8500	8500
pecifications	921		500			700		1200	0
Administrative Services (engineering)	922								
Environmental Section	923		200			200		400	400
Department of Transportation	924								
ir Monitoring	925								
Foundation investigation	926								
ree Bridge Design to county	927								
raining courses, confer. & seminars	950								
mployee relocation asst. program	955								
Personal leave	960								
Historical sites inventory	975								
ublic hearing charges	980		100					100	100
EEO monitoring expense	985								
"Non-State" employees travel	986								
TOTALS		8443	81,500	0	62000	11500		155,000	151,750

Signature 9/8/80 L

Date

1X1635(2)
81,500
7-21-80

request to FHWA for 166,500 8-19-80

10,046

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: October 2, 1989

CITY: Salem, Marion Co. AGREEMENT NO.: 6648 PROJECT NO.: IX-1635(5)(6)

CONTRACT NO.: 10046 SECTION: Hawthorn Ave. @ Center St.

PRELIMINARY ENGINEERING IX-1635(6) PREFIX C3241910

	Participating	Nonparticipating Cost
Preliminary Engineering by City of Salem	$ 3,791.36	$
Final Design	694.86	
Traffic Section	133.32	
Location Section	3.60	
Administrative Services	9.91	
Environmental	38.52	
Project Engineering-Consultant	8.74	
Audit Services	301.34	
Total Preliminary Engineering	$ 4,981.65	$

RIGHT-OF-WAY IX-1635(5) PREFIX C3242535

	Participating	Nonparticipating Cost
Appraisal Review	$ 342.59	$
Payments to City of Salem	19,800.69	
Project Management	17.38	
Right-of-Way Office Expense	262.37	
Project Programming	20.11	
Audit Services	185.37	
Total Right-of-Way Cost	$ 20,628.51	$

CONSTRUCTION IX-1635 PREFIX C3241010 & C10046

	Participating	Nonparticipating Cost
SFO #1 Permanent Striping by City of Salem	$ 1,356.38	$
SFO #2 Install NO PARKING signs by City of Salem	453.29	
SFO #3 Water Line Relocation by City of Salem	6,154.93	
SFO #4 Install Posts to Protect Signal Controller	412.28	

Payment to Contractor	$ 185,393.92	$ 307.00
Interest on Vendor Payments		123.15
Construction Engineering by City of Salem	27,438.76	
Hardware and Electrical Material	143.19	
Utility Liaison	98.87	
Traffic Section	171.82	
Blueprint Services	133.65	
Material Testing	1,079.33	*326.77
Construction Section		*555.68
Technical Services		*227.83
Equipment Repair		*2,625.00
Project Manager		*852.03
Region Engineering		*1,031.72
Audit Expenses	1,018.54	
Total Construction Cost	$ 223,854.96	$ 6,049.18

*Engineering costs exceeding 15% of construction costs are nonparticipating.

SUMMARY FOR CITY OF SALEM

Total P. E. Cost	$ 4,981.65
Total R/W Cost	20,628.51
Total Construction Cost	229,904.14
Total Project Cost	$ 255,514.30
Less Federal Funds for P. E.	(4,234.40)
Less Federal Funds for R/W	(17,534.23)
Less Federal Funds for Construction	(190,276.71)
Balance	$ 43,468.96
Less Marion Co. Portion of Match (7.5% x 43,468.96)	(3,260.17)
Less Match on P.E. Performed by City	(526.05)
Less Match on R/W Performed by City	(2,747.35)
Less Match on Construction Performed by City	(4,912.22)
Less City Construction Advance Deposit 6-3-85	(29,280.86)
BALANCE DUE FROM CITY	$ 2,742.31

SUMMARY FOR MARION COUNTY

Total P. E. Cost	$	4,981.65
Total R/W Cost		20,628.51
Total Construction Cost		229,904.14
Total Project Cost	$	255,514.30
Less Federal Funds for P. E.		(4,234.40)
Less Federal Funds for R/W		(17,534.23)
Less Federal Funds for Construction		(190,276.71
Balance	$	43,468.96
Less City Portion of Match (92.5% x 43,468.96)		(40,208.79)
Less County Construction Deposit 6-5-85		(2,700.00)
BALANCE DUE FROM COUNTY	$	560.17

LJW:PK

10,046

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 13, 1966

. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-3-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

TATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

VOUCHER PERIOD
FROM: 04-17-85
TO: 04-01-87

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.: IX 1635(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
	$ 3,597.65	$ 3,597.65	85%	$ 3,058.00	$ 3,058.00	-0-
80	$ 4,981.65	$ 4,981.65	85%	$ 4,234.40	$ 4,234.40	-0-
7	$ 226,306.49	$ 220,257.31	85%	$ 187,218.71	$ 187,218.71	-0-
	$ 234,885.79	$ 228,836.61		$ 194,511.11	$ 194,511.11	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon

DATE: May 3, 1989

SIGNATURE OF AUTHORIZED OFFICIAL

Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hawthorn Ave @ Center St. (Salem) Section City Street Marion County					
	Type Code PE					
	Preliminary Engineering					
	State		All Required		$ 1,190.29	
	City of Salem		All Required		$ 3,791.36	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$ 4,981.65	
	Type Code Y031					
	Traffic Signal (1 Location)					
	Final Contract Payment Summary		All Required		$185,393.92	✓
FO # 1	Permanent Striping (City of Salem)		All Required		$ 1,356.38	✓
FO # 2	Install NO PARKING Signs (City of Salem)		All Required		$ 453.29	✓
FO # 3	Relocate and Adjust Water Lines (City of Salem)		All Required		$ 6,154.93	✓
FO # 4	Install Posts to Protect Signal Controller		All Required		$ 412.28	✓
	TOTAL PARTICIPATING CONSTRUCTION COSTS				$193,770.80	
	Construction Engineering					
	City of Salem		All Required		$ 27,438.76	
	State				$ 1,626.86	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 29,065.62	
	Misc. Project Cost					
	Audit Expense		All Required		$ 1,018.54	✓
	TOTAL PARTICIPATION PROJECT COST				$228,836.61	
	Non-Participating Project Costs					
	Final Contract Payment Summary		All Required		$ 307.00	✓
	Interest on Vendor Payment		All Required		$ 123.15	✓
	Construction Engineering		All Required		$ 5,619.03	
	TOTAL NON-PARTICIPATING PROJECT COSTS				$ 6,049.18	
	TOTAL PROJECT COSTS				$234,885.79	
	AMOUNT CARRIED FORWARD					

Construction C10046 & C3241010

Audit Services on JCS = $1,226.26
on FV $1018.54

Payments to City on JCS do not match FV

Total project cost from JCSs = 229,846.14
Total project cost from FV = 229,904.14

Too many transfers - impossible to track costs accurately.

```
                                            TOT        N8
                                         ** JOB TOTALS **          33.38CR**        8,547.82  **      174,357.99  **

SPTC XING-MADISON NE(SALEM)    CONT NO        FA PROJ NOS RRS 1660001 100                                              STATE
                                 324    1008      296       00 N 9                           18.13CR           18.13CR    85     85
                                 324    1008      298       00 N 9                           18.13             18.13      85     85
                                 324    1008      920       00 P 1              .09CR        20.05             20.05      85     85
                                                  TOT       P1                  .09CR        20.05             20.05
                                         ** JOB TOTALS **                       .09CR**      20.05  **         20.05  **

SALEM PKWY-PRTLD RD SEC        CONT NO        FA PROJ NOS X10 1685003 100                                              STATE
                                 324    1009      285       01 P 1                       11,000.00         11,000.00      85     85
                                 324    1009      296       00 N 9             7.68CR     9,357.68CR        9,357.68CR    85     85
                                 324    1009      298       00 N 9             7.68       9,357.68          9,357.68      85     85
                                 324    1009      948       00 P 1              .05CR          8.99              8.99     85     85
                                                  TOT       P1                  .05CR    11,008.99         11,008.99
                                         ** JOB TOTALS **                       .05CR**  11,008.99  **     11,008.99  **

HUNT AVE @ KENT ST(SALEM)      CONT NO        FA PROJ NOS XI  1635006 100                                              STATE
                                 324    1010      295       00 N 9         2,930.00        2,930.00          2,930.00     85     85
                                 324    1010      296       00 N 9         2,930.00CR      2,930.00CR        2,930.00CR   85     85
                                 324    1010      920       00 P 1            72.84           72.84             72.84     85     85
                                 324    1010      944       00 P 1             5.60            5.60              5.60     85     85
                                                  TOT       P1                78.44           78.44             78.44
                                         ** JOB TOTALS **                     78.44  **       78.44  **         78.44  **

[illegible] OF NE-LARD RD NE(SA) CONT NO      FA PROJ NOS XI  1720005  58 M   1720005                 M   1720005  08 STATE
                                 324    1011      201       00 P 1        15,912.11       15,912.11         15,912.11     85     85
                                 324    1011      204       00 P 1           461.45CR        461.45CR          461.45CR   85     85
                                 324    1011      204       00 P 2           270.51CR        270.51CR          270.51CR   85     85
                                 324    1011      204       00 P 8            63.65CR         63.65CR           63.65CR   85     85
                                 324    1011      296       00 N 9        28,228.34CR     28,228.34CR       28,228.34CR   85     85
```

Construction
Contract 10046

Project Management
Technical Services Br.

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      AMMARY - EXPENDITURES & LEDGERS                                       JUNE 1985         PAGE  333

                                                                              FISCAL           GRAND TOTAL      ACTIVE  YRS
    DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE          BEG    END
                                 324    1011      297       00 N 9        25,000.00       25,000.00         25,000.00     85     85
                                 324    1011      298       00 N 9         3,228.34        3,228.34          3,228.34     85     85
                                 324    1011      900       00 P 1         6,032.39        7,872.32          7,872.32     85     85
                                 324    1011      900       00 P 2         3,536.27        4,614.83          4,614.83     85     85
                                 324    1011      900       00 P 3           832.05        1,085.83          1,085.83     85     85
                                 324    1011      900       00 N 1           265.85          265.85            265.85     85     85
                                 324    1011      900       00 N 2           155.84          155.84            155.84     85     85
                                 324    1011      900       00 N 8            36.66           36.66             36.66     85     85
                                 324    1011      911       00 P 1           200.79          200.79            200.79     85     85
                                 324    1011      944       00 P 1            62.77           62.77             62.77     85     85
                                                                              36.79           36.79             36.79
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IX-1635(6)
Construction

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                         JOB COST SUMMARY RUN ON  09-13-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 09/09/89
                         FOR EXPENDITURE ACCOUNT C3241010

                                        CREW   MSA            CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--        ------ -------- ---------- ------ -----          -------          ----------
C3241010 011     899      299        0100                                        78.44 ***
OBJ-DETAIL 299                                                                   78.44

ACTIVITY   899                                                                   78.44 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                          78.44

EA         C3241010 TOTAL                                                        78.44

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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See microfilm

1X1635(6)
Construction

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PAGE      1

                  JOB COST SUMMARY RUN ON  09-13-89
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 09/09/89
                  FOR EXPENDITURE ACCOUNT C10046

                                           CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
C10046    000    010      001        0521-Contract Acctg.                  ~~10.09~~ - Technical Services ✓
C10046    000    010      001        0813 Final Est Group                  386.60 \  "
C10046    000    010      001        0821 Quality Control Group            169.08 / Const. Sec ✓
C10046    000    010      001        2010 Construction - Reg. 2            155.77 - Region Engineering ✓
OBJ-DETAIL 001            personal Serv.                                   721.54 -

ACTIVITY   010                                                             721.54 SUBTOTAL

C10046    000    159      490 Equip Repair 2000   SF                       500.00
OBJ-DETAIL 490                                                             500.00

ACTIVITY   159                                                             500.00 SUBTOTAL Equipment Repair ✓

C10046    000    899      001        0521 Contract Accounting              ~~15.48~~ - Technical Services ✓
C10046    000    899      001        2042 Geology Group                    233.65 - Region Engineering ✓
OBJ-DETAIL 001            personal Serv.                                   249.13

C10046    000    899      299        0523                                         ***
OBJ-DETAIL 299

C10046    000    899      302        R
OBJ-DETAIL 302

C10046    000    899      450 Hardware & Elect. Mat  2000 Region 2         143.19 ✓ Hardware & Elect. Material
OBJ-DETAIL 450                                                             143.19

C10046    000    899      490 Equip Repair Shop Svc  2000 Region 2       2,125.00
OBJ-DETAIL 490                                                           2,125.00 - Equipment Repair ✓

C10046    000    899      504 Blue print  0100                              98.10
OBJ-DETAIL 504                                                              98.10 - Blueprint Services ✓

C10046    000    899      550 Rent of Equip  2000 Reg. 2                     9.10
C10046    000    899      550                2042 Geology                    9.00
OBJ-DETAIL 550                                                              18.10 - Region Engineering ✓

C10046    000    899      555 Hwy Data entry  0521 Contract Acctg. Group    28.20
OBJ-DETAIL 555                                                              28.20 - Technical Services ✓

ACTIVITY   899                                                           2,661.72 SUBTOTAL

C10046    000    900 proj field  001     2042 Geology                      557.83 -
C10046    000    900 engr        001     8014 Project Manager               72.73

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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Pre Stars = 78 44

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PAGE     2

                       JOB COST SUMMARY RUN ON  09-13-89
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 09/09/89
                         FOR EXPENDITURE ACCOUNT C10046

                                             CREW   MSA          CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--         ------ -------- ---------- ------ -----          -------         ----  -  -
OBJ-DETAIL 001                                                                 630.56

C10046     000    900      470 Shop & Field Supp 2000 Region 2                  26.36
OBJ-DETAIL 470                                                                  26.36—

C10046     000    900      548 Rent of Equip 2042 geology                       46.80
OBJ-DETAIL 548                                                                  46.80—

C10046     000    900      550 Rent of Equip 2042                               36.00
OBJ-DETAIL 550                                                                  36.00—

ACTIVITY   900                                                                 739.72 SUBTOTAL  Project Manager ✓

C10046     000    901      001        2010 Const. Unit Reg. 2                  205.57  Region Engineering ✓
C10046     000    901      001        2060 Reg. Fed. Aid                       418.63
C10046     000    901      001        7363 Tech. Design Crew                    81.90 ← Tech Serv ✓
C10046     000    901      001        7611 Traffic Signal group                171.82  Traffic ✓
OBJ-DETAIL 001                                                                 877.92

C10046     000    901      504        7363 Technician Design crew               35.55
OBJ-DETAIL 504                                                                  35.55  Blueprint ✓

ACTIVITY   901                                                                 913.47 SUBTOTAL

C10046     000    914      001        7700                                      98.87
OBJ-DETAIL 001                                                                  98.87

ACTIVITY   914                                                                  98.87 SUBTOTAL  Utility Liaison —

C10046     000    940      001        8221                                     122.98
OBJ-DETAIL 001                                                                 122.98

C10046     000    940      551        2000                                      12.72
C10046     000    940      551        2042                                     705.00  materials testing ✓
C10046     000    940      551        8215                                     174.00
C10046     000    940      551        8230                                      39.00
C10046     000    940      551        9997                                     352.40
OBJ-DETAIL 551                                                               1,283.12

ACTIVITY   940                                                               1,406.10 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      7,041.42

                                                                         000: 7041.42

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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project engineering field off

proj. eng consultant

Reg. Work Time

Blueprint

Utility Liaison

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PAGE     3

                        JOB COST SUMMARY RUN ON  09-13-89
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 09/09/89
                         FOR EXPENDITURE ACCOUNT C10046

                                            CREW   MSA        CURRENT      BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--          ------ -------- ---------- ------ -----       --------     ----------
C10046      001     899      349        2000 Interest on Vendor Pmts.     123.15
OBJ-DETAIL 349                                                            123.15

ACTIVITY    899                                                           123.15 SUBTOTAL Interest on Vendor Pmts. ✓

C10046      001     900 proj 131        0955 > Office Supplies              2.22
C10046      001     900 eng  131        2000                                1.36
OBJ-DETAIL 131                                                              3.58 Project Manager ✓

ACTIVITY    900                                                             3.58 SUBTOTAL

SUB-JOB     001 SUBTOTAL                                                  126.73

C10046      010     201      300        0523                              157.00
OBJ-DETAIL [redacted]                                                     157.00

~~ACTIVITY    201~~                                                       157.00 SUBTOTAL Work by Contractor ✓

C10046      010     899      199        2000 Data Processing Equip Chgs.     .10
OBJ-DETAIL 199                                                               .10  Technical Services ✓

C10046      010     899      299        0523                            5,470.78 *** Non part. Construction Engineering
OBJ-DETAIL 299                                                          5,470.78

C10046      010     899   [redacted]    2000 Formal Contracts - Const     150.00
OBJ-DETAIL 300                                                            150.00 Pmt to Contractor ✓

C10046      010     899      302        R
OBJ-DETAIL 302

ACTIVITY    899                                                         5,620.88 SUBTOTAL

C10046      010     900      131        2000 > office supplies             35.89
OBJ-DETAIL 131                                                             35.89

ACTIVITY    900                                                            35.89 SUBTOTAL Project Manager

SUB-JOB     010 SUBTOTAL                                                5,813.77

C10046      011     010      001        0521                               39.01
OBJ-DETAIL 001                                                             39.01 Technical Services

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

                                                             01 = 126.73
                                                             10 = 5,813.77
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                       JOB COST SUMMARY RUN ON  09-13-89
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 09/09/89
                        FOR EXPENDITURE ACCOUNT C10046

                                          CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY    010                                                              39.01 SUBTOTAL

C10046    011    050 audit 001          0500                                570.76
C10046    011    050 Serv. 001          0570                                655.50
OBJ-DETAIL 001                                                            1,226.26

ACTIVITY    050                                                          ~~1,226.26~~ SUBTOTAL — audit Services — 207.72 per final voucher ↙ adjust technical services as needed

C10046    011    140        001         0521   SF                             7.11
OBJ-DETAIL 001                                                                7.11 Technical Services

C10046    011    140        341         2060   SF01                       1,356.38
OBJ-DETAIL 341                                                            1,356.38 — Payments to Local gov't ✓ (Striping)

ACTIVITY    140                                                          ~~1,363.49 SUBTOTAL~~

C10046    011    143 MTCE Sign inst 341  2060   SF02                         453.29
OBJ-DETAIL 341                                                              453.29

ACTIVITY    143                                                             453.29 SUBTOTAL - Pmts to Local gov't ✓

C10046    011    144 Traffic Signals 341 2060   SF04                         412.28
OBJ-DETAIL 341                                                              412.28

ACTIVITY    144                                                             412.28 SUBTOTAL - Pmts to Local gov't ✓

C10046    011 [redacted] 201   [redacted]  0523                             -157.00
OBJ-DETAIL [redacted]                                                      -157.00 Pmt to Contractor (participating) ✓

ACTIVITY    201                                                       [redacted] SUBTOTAL

C10046    011    899        001         0521                                  7.11 Technical Services
OBJ-DETAIL 001                                                              ~~7.11~~

C10046    011    899        199         2000 Req2 - Data Processing          36.91
OBJ-DETAIL 199                               equip Chgs.                     36.91 Technical Services

C10046    011    899        299         0523                             -5,470.78 ***
C10046    011    899        299         2060                              4,402.57 *** — add to City Eng.?
OBJ-DETAIL 299                                                           -1,068.21

C10046    011    899     [redacted]     2000                            [redacted] Pmt to Contractor (participating) ✓

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                          JOB COST SUMMARY RUN ON  09-13-89
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 09/09/89
                             FOR EXPENDITURE ACCOUNT C10046

                                               CREW   MSA          CURRENT      BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD        MONTH           DATE
--          ------  --------  ----------  ------  -----        -------      ----------
OBJ-DETAIL 300                                                               185,550.92

C10046   011      899        302         R
OBJ-DETAIL 302

C10046   011      899        336         2060    SF03 by city                 6,154.93
OBJ-DETAIL 336                                                                6,154.93 RR or Utility Relocation ✓ by city

C10046   011      899        341         2060                                26,374.87
OBJ-DETAIL 341                                                               26,374.87 Pmt to Localgov't

C10046   011      899        598         0631  Federal Aid Group              3,597.65
OBJ-DETAIL 598                                                               -3,597.65

ACTIVITY    899                                                              213,458.88 SUBTOTAL

C10046   011      901        001         0521                                    17.48
OBJ-DETAIL 001                                                                   17.48 Technical Services

C10046   011      901        341         2060                                -3,660.39
OBJ-DETAIL 341                                                               -3,660.39

ACTIVITY    901                                                            [illegible] SUBTOTAL Pmt to Local Gov't

C10046   011      990        001         0521                                    34.87
OBJ-DETAIL 001                                                                   34.87

ACTIVITY    990                                                                  34.87 SUBTOTAL  Technical Services

SUB-JOB     011 SUBTOTAL                                                     213,188.17

C10046   021      899        598         0631  Federal Aid Group              3,597.65
OBJ-DETAIL 598                                                                3,597.65

ACTIVITY    899                                                               3,597.65 SUBTOTAL

SUB-JOB     021 SUBTOTAL                                                      3,597.65

EA          C10046 TOTAL                                                     229,767.74

                                                                              229768 -Trams

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

                                                                              21 = 3597.65
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IX-1635(6)

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PAGE     7

                    JOB COST SUMMARY RUN ON  09-13-89
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 09/09/89
                    FOR EXPENDITURE ACCOUNT C3241910

                                         CREW    MSA           CURRENT       BALANCE TO
EA           SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD           MONTH           DATE
--           ------ -------- ---------- ------  -----          -------      ----------
C3241910 011    050      001        0570                                      724.17
OBJ-DETAIL 001                                                                724.17

ACTIVITY    050                                                               724.17 SUBTOTAL Audit Services -422.83
                                                                                              Transferred to Salem PE
C3241910 011    899      299        0100                                      901.80 ***  See Microfilm
C3241910 011    899      299        0521                                             ***
C3241910 011    899      299        2060 Federal Aid, Region2              1,917.74 *** City of Salem match on Work by City
OBJ-DETAIL 299                                                              2,819.54

C3241910 011    899      341        2060                                   11,900.47
OBJ-DETAIL 341                                                             11,900.47 Cooperative Pmts to Local Govt.

ACTIVITY    899                                                            14,720.01 SUBTOTAL   +422.83 from Audit Services

C3241910 011    901      001        0521                                        8.74
OBJ-DETAIL 001                                                                  8.74

ACTIVITY    901                                                                 8.74 SUBTOTAL Project Engineering, Consultant

C3241910 011    914      001        7700                                      -21.59
OBJ-DETAIL 001                                                                -21.59

ACTIVITY    914                                                               -21.59 SUBTOTAL Utility Liaison

C3241910 011    930      341        2060                                  -10,449.68
OBJ-DETAIL 341                                                            -10,449.68

ACTIVITY    930                                                           -10,449.68 SUBTOTAL Project Engineering, Applicant

SUB-JOB     011 SUBTOTAL                                                    4,981.65

EA          C3241910 TOTAL                                                  4,981.65
                                                                              4982

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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5

PE

STATE

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
12 & 13 STS @ HOYT ST SE CONT NO			FA PROJ NOS HES 1555006 100					
	324	1909	296	00	N 9		5.17CR	5.17CR
	324	1909	298	00	N 9		5.17	5.17
	324	1909	901	00	P 1	7.81	7.81	7.81
	324	1909	918	00	P 1		5.74	5.74
			TOT		P1	7.81	13.55	13.55
			** JOB TOTALS **			7.81 **	13.55 **	13.55 **
HAWTHORNE AVE @ CENTER ST CONT NO			* FA PROJ NOS X10 1635006 100					
	324	1910	296	00	N 9	18.36CR	747.41CR	747.41CR
	324	1910	298	00	N 9	18.36	747.41	747.41
FINAL DESIGN	324	1910	905	00	P 1	22.50	694.86	694.86
TRAFFIC SECTION	324	1910	911	00	P 1		133.32	133.32
LOCATION	324	1910	918	00	P 1		3.60	3.60
ADMINISTRATIVE SVC. ENG.	324	1910	922	00	P 1		9.91	9.91
ENVIRONMENTAL	324	1910	923	00	P 1		38.52	38.52
R/W UTILITY ENG.	324	1910	932	00	P 1		21.59	21.59
			TOT		P1	22.50	901.80	901.80
			** JOB TOTALS **			22.50 **	901.80 **	901.80 **
1ST AVE @ WASH ST/STAYTON CONT NO			FA PROJ NOS HES A566001 100					
	324	1911	296	00	N 9	912.67CR	11,411.47CR	11,411.47CR
	324	1911	298	00	N 9	912.67	11,411.47	11,411.47
	324	1911	901	00	P 1	82.68	7,629.22	7,629.22
	324	1911	901	00	N 1		54.00	54.00
	324	1911	905	00	P 1	43.84	759.64	759.64

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	324	1911	911	00	P 1	2.59	3,839.78	3,839.78
	324	1911	914	00	P 1	339.97	502.95	502.95
	324	1911	918	00	P 1	.60CR	137.22	137.22
	324	1911	921	00	P 1	394.83	528.97	528.97
	324	1911	922	00	P 1	8.67	8.67	8.67
	324	1911	923	00	P 1		3.50	3.50
	324	1911	932	00	P 1	23.93	23.93	23.93
	324	1911	937	00	P 1	.13CR	29.22	29.22
	324	1911	950	00	P 1	.52CR	114.01	114.01
			TOT		P1	895.26	13,577.11	13,577.11
			TOT		N1		54.00	54.00
			** JOB TOTALS **			895.26 **	13,631.11 **	13 631.11 **
BNRR @ CHERRY AVE NE (SALEM) CONT NO			* FA PROJ NOS RRP 1725003 100					
	324	1912	296	00	N 9			99.95CR
	324	1912	298	00	N 9			99.95

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	P[illegible]E	AMOUNT	NOTATIONS (Payee must not use this column)
	Hawthorne Ave. @ Center St. (Salem) Section Marion County					
	Type Code R.O.W.					
	Right of Way					
	Right of Way					
	City of Salem		All Required		$ 14,150.00	
	Acquisition Expense					
	City of Salem		All Required		$ 5,650.69	
	State		All Required		$ 827.82	
					$ 6,478.51	
	Total Participating Costs				$ 20,628.51	
	Totals are as of the FHWA Billing Voucher Dated 4-5-89					
	Right of Way Plans were approved by FHWA on 4-22-83.					
	Participating Right-of-Way Costs are for Right-of-Way Actually Incorporated into the final Project, and all costs have been previously certified by the Right-of-Way Engineer.					
	Local Match for project costs shows on the J.C.S. as a $2,747.35 Credit to the "294" Function.					
	"Audit conducted, any adjustments Necessary have been made."					
	AMOUNT CARRIED FORWARD					

3242535

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 4-7-83
TO 2-5-87

FEDERAL AID PROJECT NO.
IX-1635(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

PPN
80

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
ROW	$ 20,628.51	20,628.51	85%	$ 17,534.23	$ 17,534.23	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
April 14,1989

SIGNATURE OF AUTHORIZED OFFICIAL
Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

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                   324   2534    930      00 P 1                   .26CR        57.47       1,646.09
                                 TOT      P1                       .82CR    14,611.27     274,800.48
                                 TOT      N1                                                  36.15CR
                              ** JOB TOTALS **                     .82CR**  14,611.27 **  274,764.33 **

HAWTHORN AV-CENTER ST   CONT NO      FA PROJ NOS XIO 1635005 100
                   324   2535    294      01 N 1                             2,045.90CR     2,747.35CR   STATE
                   324   2535    296      00 N 9                            12,565.18CR    17,353.71CR
                   324   2535    298      00 N 9                            12,565.18      17,359.71
                   324   2535    430      00 P 1 Appraisal Review                              342.59
                   324   2535    903      01 P 1 Pmts to Local Govt.        14,745.21      19,900.69
                   324   2535    920      00 P 1 Project Mgmt.                                  17.38
                   324   2535    930      00 P 1 R/W Office    .16CR expense     37.24         262.37
                                 TOT      P1                   .16CR        14,782.45      20,123.03
                                 TOT      N1                                 2,045.90CR     2,747.35CR
                              ** JOB TOTALS **                 .16CR**      12,736.55 **   17,675.68 **

-17TH HES 1680(2)       CONT NO      FA PROJ NOS HES 1680002 100                                         STATE
                   324   2537    296      00 N 9             7.05CR            250.13CR     1,570.22CR
                   324   2537    298      00 N 9             7.05              250.13       1,570.22
                   324   2537    409      00 P 1              .04CR              8.55           8.55
                   324   2537    414      00 P 1                                               43.70
                   324   2537    430      00 P 1              .75CR            166.05       1,593.52



T SUMMARY - EXPENDITURES & LEDGERS                               JUNE 1985       PAGE 1338

DESCRIPTION                                                        FISCAL        GRAND TOTAL
                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                   324   2537    915      00 P 1               .04CR             8.97           8.97
                   324   2537    920      00 P 1                                               34.58
                   324   2537    930      00 P 1               .17CR            36.07          54.37
                                 TOT      P1                  1.00CR           219.64       1,743.69
                              ** JOB TOTALS **                1.00CR**         219.64 **    1,743.69 **

EF RD NE-PRTLD RD       CONT NO      FA PROJ NOS XIO 1685004 100 XIO 1685004
                   324   2538    294      00 N 1                             75,065.47CR    86,433.73CR  STATE
                   324   2538    296      00 N 9                            465,570.95CR   534,442.03CR
                   324   2538    297      00 N 9                                542.06       1,706.06
                   324   2538    298      00 N 9                            465,028.89     532,735.97
                   324   2538    407      00 P 1                                               12.92
                   324   2538    409      00 P 1                                                4.80
                   324   2538    412      00 P 1               .08CR            19.42          64.70
                   324   2538    414      00 P 1                                16.20          28.50
                   324   2538    430      00 P 1               .24CR         1,594.96       3,570.04
                   324   2538    903      00 P 1                            501,626.48     583,559.92
                   324   2538    903      00 P 2                             39,385.85      39,385.85
                   324   2538    915      00 P 1               .08CR            17.94          17.94
                   324   2538    930      00 P 1               .41CR            89.87         228.83
                                 TOT      P1
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1X 1635(5,

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PAGE     9

                        JOB COST SUMMARY RUN ON  09-13-89
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 09/09/89
                         FOR EXPENDITURE ACCOUNT C3242535

                                           CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--          ------ -------- ---------- ------ -----          -------        ----------
C3242535 000     899      299        0523 Billings & Revenue                  -.01 ***
OBJ-DETAIL 299                                                                 -.01

ACTIVITY    899                                                                -.01 SUBTOTAL (deducted from Audit Services)

C3242535 000     920      001        0631                                     20.11
OBJ-DETAIL 001                                                                20.11

ACTIVITY    920                                                               20.11 SUBTOTAL Project Programming (Federal Aid)

SUB-JOB     000 SUBTOTAL                                                      20.10

C3242535 010     899      299        0100                                ~~-8,242.05~~ ***
C3242535 010     899      299        0521                                 ~~5,494.69~~ *** cancels out
C3242535 010     899      299        0523                                       ~~.01~~ ***
C3242535 010     899      299        2000                                 ~~2,747.35~~ ***
OBJ-DETAIL 299

ACTIVITY    899                                                                     SUBTOTAL

SUB-JOB     010 SUBTOTAL

C3242535 011     050      001        0500                                     45.66
C3242535 011     050      001        0570                                    139.72
OBJ-DETAIL 001                                                               185.38

ACTIVITY    050                                                              185.38 SUBTOTAL Audit Services

C3242535 011     899      299        0100                                 20,423.03 ***
OBJ-DETAIL 299                                                            20,423.03

ACTIVITY    899                                                           20,423.03 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                  20,608.41 See microfilm for pre items

EA          C3242535 TOTAL                                                20,628.51
                                                                            20,629

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10 c-6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

December 12, 1986
IN REPLY REFER TO
HA.2-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-1635(6)
Hawthorne Avenue at Center Street
FAU 1365
Marion County

We are returning to you, your October 29, 1986 request for project acceptance without taking any acceptance action at this time.

The contract portion of the work for this project has been completed. However, a utility pole presently located just east of Hawthorne Avenue on the south side of Center Street needs to be relocated before we can make our final acceptance of this project. This pole was identified as a traffic safety hazard in 1985 and our records indicate that the utility was notified early in January 1986 that the pole needed to be moved. We encourage you to proceed with the pole relocation as soon as possible.

We will reconsider acceptance of this project after the utility pole has been relocated.

Sincerely yours,

G. K. [illegible]
fr
Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (K. Husby, Region 2)
OSHD (C. O. Fredrickson, Const)
w/Project Acceptance Request

WES
TAA
Orig. to
12/16

RECEIVED
STATE HWY ENGR
DEC 16 '86
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Circ	Act	File
					✓	

10,646

5

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-6

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6288

Form Approved; O M B No. 04-R2089

State Oregon

County Marion

Project Number IX-1635(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 19, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 248,368	$ 257,661	
Federal funds	$ 195,542	$ 195,542	(177)
	15,570	22,880	(580)
Other revisions			

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2ND day of [illegible], 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph R. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 27, 1988

FEDERAL AID PROJECT NO. IX-1635(6)

HAWTHORNE AVENUE @ CENTER STREET (SALEM) SECTION
CITY STREET
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 14,720.00
		Total	$ 14,720.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Lower Irrigation System (PA #1A)	LS	$ 100.00	---	---	100%	$ 100.00
Replace Extruded Curb (PA #1B)	LS	100.00	---	---	100%	100.00
Geotextile Subgrade Stabi. Fabric (PA #3A)	SY	2.05	---	---	400	820.00
Concrete Collar Connection (PA #5)	LS	400.00	---	---	100%	400.00
Investigate Pothole (PA #6A)	LS	170.00	---	---	100%	170.00
Water & Sanitary Service Adj. (PA #6B)	LS	780.00	---	---	100%	780.00

The Removal (PA #8A)	LS	615.00	---	---	100%	615.00
				$ 0.00		$ 2,985.00

Total Increase	$ 2,985.00
Subtotal as on estimate of June 7, 1985; including Engineering	222,105.00
Subtotal	$ 225,090.00
Subtotal as on estimate of Dec. 2, 1987; including Engineering	3,598.00
Subtotal	$ 231,673.00
Engineering	2,630.00
Total	$ 234,303.00

Length of Project	0.00 mi.

RETAIN IN RESERVE

Subtotal as on estimate of June 7, 1985	$ 7,000.00
Engineering	945.00
Total	$ 7,945.00

NONPARTICIPATING WORK

Single Mailbox Supports	EA	1	65.00	$ 65.00
Multiple Mailbox Supports	EA	4	132.00	528.00
Mailbox Concrete Collars	EA	4	25.00	100.00
			Total	$ 693.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds	County Funds
P.E.	580	$ 14,720.00	$ 12,512.00	$ 2,042.00	$ 166.00
Signal	580	12,198.00	10,368.00	1,692.00	138.00
Signal	177	222,105.00	188,789.00	30,817.00	2,499.00
Reserve	177	7,945.00	6,753.00	1,102.00	90.00
Subtotal		$ 256,968.00	$ 218,422.00	$ 35,653.00	$ 2,893.00
Nonpartic.		693.00	---	641.00	52.00
Total		$ 257,661.00	$ 218,422.00	$ 36,294.00	$ 2,945.00

Sub. Job 010 = 0%; Sub. 011 = 100%
Contract No. 10,046
Prefix: C324-1910 (P.E.)
C324-1010

DDB:bkw

10,046

d

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-81	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 3	12-11-87	Project Number IX-1635(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 19, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 244,770	$ 248,368
Federal funds	$ 195,542 (177) 12,512 (580)	$ ~~190,600~~ 195 542 (177) ~~12,512~~ 15 570 (580)
Other revisions		

This modification is made for the following reasons:

To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of DEC, 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 2, 1987

Federal-Aid Project No. IX-1635(6)

Hawthorne Ave. @ Center St. (Salem) Section
City Street
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$14,720.00
	Total	$14,720.00

Type Code Y031
Traffic Signal (1 Location)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	Sq. Ft.	$11.00	330	$ 3,630.00	360	$ 3,960.00
Temporary Barricades	Each	87.00	4	348.00	7	609.00
General Excavation	Cu. Yd.	7.60	1,385	10,526.00	1,534.60	11,663.00
Class "C" Asphalt Concrete	Ton	31.34	1,212	37,984.08	1,262.57	39,569.08
Concrete Driveways	Sq. Yd.	22.50	78	1,755.00	90.66	2,040.00
				$54,243.08		$57,841.08

Total Increase	$ 3,598.00
Total of Previous Estimate Including Engineering of January 23, 1986	230,050.00
Total	$233,648.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds	County Funds
Signal	580	3 598	3 058	499.00	41.00
P.E.	580	$ 14,720.00	$ 12,512.00	$ 2,042.00	$ 166.00
Signal	177	~~225,703.00~~ 222105	~~191,847.00~~ 188789	~~31,316.00~~ 30817	~~2,540.00~~ 2499.00
Reserve	177	7,945.00	6,753.00	1,102.00	90.00
Total		$248,368.00	$211,112.00	$34,460.00	$2,796.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 10,046
Prefix: C324-1910 (P.E.)
C324-1010

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	1	65.00	$ 65.00
Multiple Mailbox Supports	Each	4	132.00	528.00
Mailbox Concrete Collars	Each	4	25.00	100.00
				$693.00

DDB:me

10,046

w

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 2-84		County MARION
PROJECT REPORT NUMBER		Project Number IX-1635(6)
MODIFICATION NUMBER 2		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 19, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 237,550.00	$ 244,770.00
Federal funds	$ 201,917.00	$ 208,054.00
Other revisions		

This modification is made for the following reasons: To include approved increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of FEB, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 23, 1986

FEDERAL AID PROJECT NO. IX-1635(6)

HAWTHORNE AVE. @ CENTER ST. (SALEM) SECTION
CITY STREET
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

PE	All Required	$ 14,720.00
	TOTAL	$ 14,720.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

SUBTOTAL as per previous estimate of June 7, 1986	$230,050.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS	COUNTY FUNDS
PE	580	$ 14,720.00	$ 12,512.00	$ 2,042.00	$ 166.00
Signals	177	222,105.00	188,789.00	30,817.00	2,499.00
Reserve	177	7,945.00	6,753.00	1,102.00	90.00
TOTAL		$244,770.00	$208,054.00	$33,961.00	$2,755.00

Group 011: 100%
Contract No. 10,046
Prefix: C324-1910 (PE)
Prefix: C324-1010

NONPARTICIPATING ITEM

Single Mailbox Supports	Each	1	65.00	$ 65.00
Multiple Mailbox Supports	Each	4	132.00	528.00
Mailbox Concrete Collars	Each	4	25.00	100.00
				$693.00

DDB:pf

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-76

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-11-85

Form Approved; O M B No. 04-R2089

State Oregon

County Marion

Project Number IX-1635(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 19, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,500.00	$ 237,550.00
Federal funds	$ 6,375.00	6,375.00 (580) $ 195,542.00 (177)
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of June, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 7, 1985

FEDERAL AID PROJECT NO. IX-1635(6)

HAWTHORNE AVE. @ CENTER STREET (SALEM) SECTION
CITY STREET
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 7,500.00
	TOTAL	$ 7,500.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Mobilization	Lump Sum	All	Lump Sum	$ 17,810.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,700.00
Temporary Signs	Sq. Ft.	330	11.00	3,630.00
Temporary Barricades	Each	4	87.00	348.00
Flaggers	Hour	500	20.00	10,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,000.00
General Excavation	Cu. Yd.	1,385	7.60	10,526.00
Trench Excavation	Cu. Yd.	246	10.00	2,460.00
Special Backfill	Cu. Yd.	192	8.00	1,536.00
Furnishing and Placing Topsoil	Cu. Yd.	14	22.00	308.00
1"-0 Aggregate Base	Ton	2,980	7.33	21,843.40
Class "B" Asphalt Concrete	Ton	1,212	31.34	37,984.08
10-inch Concrete Storm Sewer Pipe	Lin. Ft.	115	10.00	1,150.00
24-inch Concrete Storm Sewer Pipe	Lin. Ft.	280	22.00	6,160.00
Extra for Pipe Under Pavement	Lin. Ft.	160	5.50	880.00
Concrete Manholes	Each	2	1,050.00	2,100.00
Concrete Inlets, Type 1	Each	3	350.00	1,050.00
Concrete Inlets, Type 2	Each	3	400.00	1,200.00
Guard Rail, Type 2A	Lin. Ft.	266	17.00	4,522.00
Guard Rail, Type 3	Lin. Ft.	50	29.00 ~~49.00~~	1,450.00
Guard Rail Anchors, Type 1	Each	2	350.00	700.00
Rail End Pieces, Type C	Each	2	80.00	160.00
Bridge Connections	Each	2	275.00	550.00
Concrete Walks	Sq. Yd.	286	10.80	3,088.80

Concrete Driveways	Sq. Yd.	78	22.50	1,755.00
Concrete Curbs, Type A	Lin. Ft.	612	3.65	2,233.80
Extra for Asphalt Approaches	Each	17	25.00	425.00
Extra for Asphalt Walks	Sq. Yd.	412	5.00	2,060.00
Adjusting Manholes	Each	5	175.00	875.00
Reconstructing Manholes	Each	1	550.00	550.00
Adjusting Inlets	Each	3	175.00	525.00
Cleanout Conversions	Each	1	225.00	225.00
Bark Mulch	Unit	3	500.00	1,500.00

SIGNALS

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	40,000.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	4,300.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	4,308.00
				$190,913.08

ANTICIPATED ITEMS

Permanent Pavement Striping (City Forces)	All Required	$ 1,000.00
Temporary Pavement Striping (City Forces)	All Required	1,000.00
State Furnished Prom and Program	All Required	700.00
Signal Controller Testing and Turn-On (State)	All Required	2,075.00
		$ 4,775.00
	SUBTOTAL	$195,688.00
	Engineering	26,417.00
	TOTAL	$222,105.00

Length of Project -------------- 0.0 mile

RETAIN IN RESERVE

Permanent Signing (City Forces)	All Required	$ 500.00
Water Relocation & Adjustment (City Forces)	All Required	6,500.00
	SUBTOTAL	$ 7,000.00
	Engineering	945.00
	TOTAL	$ 7,945.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS	CO. FUNDS
P.E.	580	$ 7,500.00	$ 6,375.00	$ 1,041.00	$ 84.00
Signals	177	222,105.00	188,789.00	30,817.00	2,499.00
Reserve	177	7,945.00	6,753.00	1,102.00	90.00
TOTAL		$237,550.00	$201,917.00	$32,960.00	$2,673.00

Group 1: 100%
Contract No. 10,046
Prefix: 324-1910 P.E.
Prefix: 324-1010

NONPARTICIPATING ITEM

Single Mailbox Supports	Each	1	65.00	$ 65.00
Multiple Mailbox Supports	Each	4	132.00	528.00
Mailbox Concrete Collars	Each	4	25.00	100.00
				$ 693.00

CPL:pf/me

STATE COPY

TO BE COMPLETED BY FHWA

10-248

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

10-19-84

STATE: OREGON

COUNTY: MARION

PROJECT NO.: IX-1635(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hawthorne Avenue at Center Street (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-21-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS: PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 7,500.00	FEDERAL FUNDS $ 6,375.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator: OCT 1 9 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 18, 1984

FEDERAL AID PROJECT NO. IX-1635(6)

HAWTHORNE AVE. @ CENTER ST. (SALEM)
CITY STREET
MARION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$7,500.00
	TOTAL	$7,500.00

Length of Project ------------------- 0.0 mi.

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Preliminary Engineering	$ 7,500.00	$ 6,375.00	$ 1,125.00
RETAIN IN PROGRAM			
Construction	270,000.00	229,500.00	40,500.00
TOTAL	$277,500.00	$2~~1~~35,875.00	$41,625.00

Group 1: 100%
Prefix: 324-1910

WH:pf

[illegible] jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 11/20/86	REPORT MADE BY 11-20-[illegible] D. B. Carter, Area Engineer DBC		PROJECT NO. IX-1635(6)
COMPLETION DATE (Actual) 1/14/86	ACCEPTANCE DATE BY CONRTACT AGENCY 7/25/86	TIME ELAPSED 100 %	CONTRACT TIME 180 Calendar Days

LOCATION

Hawthorne Avenue at Center Street, City of Salem, Marion County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HAWTHORNE AVENUE @ CENTER STREET SECTION
CENTER STREET (FAU 1635)
Signal Installation

This project provided for the installation of a traffic signal at the intersection of Hawthorne Avenue and Center Street.

The final cost of the original contract items was $182,465.92, or a 5.0 percent underrun of the contract bid amount of $191,606.08. The final cost of the project including all engineering and changes was $227,200.92, or a 1.6 percent underrun of the project authorization of $230,837.53.

All participating work has been completed.

A final inspection of the completed work was made by FHWA on February 11, 1986.

During the final inspection it was noted that a power pole was located immediately behind the Center Street eastbound I-5 bridge approach guardrail. This pole has since been moved by the power company.

- DBC -

NOTED
E. SCHWART

RECEIVED
STATE HWY ENGR
APR 2'87
REFER TO
Hedrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 3/12/87	TITLE District Engineer A	DATE 4-1-87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,046

August 5, 1986

CON 5 - #10,046

Safeco Insurance Company
  of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,046 awarded to D & D Paving Co. for work on the Hawthorne Avenue at Center Street (Salem) Section of FAU 1635 in Marion County was completed on April 22, 1986, and accepted by the State Highway Division on July 25, 1986.

Final payment in the amount of $3,083.09 will be released to the contractor after August 11, 1986. The total contract amount is $185,700.92 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: D & D Paving Co.
P.O. Box 13105
Salem, OR 97209

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,046

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10046

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1986

ES Hunter

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10046 ,	On Site Work Substantially Completed	January 14, 1986
All Work Completed	April 22, 1986		
Project	Hawthorne Ave. @ Center St. (Salem)		
Highway	FAU 1635		
County	Marion		
Type of Work	Grading, Paving and Signals		
Contractor	D & D Paving Co.		

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-5-86 - Surety letter written.

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,046

FORM 81-734-2001

OREGON STATE HIGHWAY DIVI N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hawthorne Ave. at Cen Street (Salem)

WEEK ENDING: 4-26-86

SECTION PREFIX: 324-1010

HIGHWAY: FAU 1635

COUNTY: Marion

NAME OF JOB: Hawthorne Ave. @ Center Street

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: D & D Paving Co.

CONTRACT NUMBER: 10,046

FEDERAL AID PROJECT NUMBER: IX-1635 (6)

DATE OF CONTRACT:

DATE WORK STARTED: 7-8-85

ESTIMATED COMPLETION DATE: 12-19-85

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: N/A

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 179

SPECIFIED COMPLETION DATE: N/A

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 230,837.53

EXCLUSIVE OF ENGINEERING: $ 212,533.23

ENGINEERING AUTHORIZATION: $ 31,077.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 203,381.08

ENGINEERING COST TO DATE: $ 30,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT OVERRUN UNDERRUN ______%

PERCENT OF AUTHORIZATION ______%

DATE PROJECT WAS COMPLETED: 12-20-86

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.27	.27			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.27	.27			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2980	1212			
TOTAL QUANTITIES CORRECTED TO DATE		1262.58			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2694.78	1262.58			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4-20-86				
MONDAY 4-21				
TUESDAY 4-22				
WEDNESDAY 4-23				
THURSDAY 4-24				
FRIDAY 4-25				
SATURDAY 4-26				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4-20-86 SUNDAY	No activity.
4-21 MONDAY	No activity.
4-22 TUESDAY	No activity.
4-23 WEDNESDAY	No activity.
4-24 THURSDAY	No activity.
4-25 FRIDAY	No activity.
4-26 SATURDAY	No activity.

REMARKS

Preparing semi-final submittal.

GARY WILSON SAID SEMI-FINAL WILL
BE SUBMITTED THIS WEEK OR BEGINNING
OF NEXT WEEK JRS 5-1-86

SIGNED [illegible] LOCATION City of Euless
for Guy Wilson

IF NO RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

10.c.4.c

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 20, 1985

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Hawthorne Ave. at Center Street (Salem)

11. GENERAL DESCRIPTION OF WORK
Install regulatory Signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/20/85 as requested in Mr. Fredrickson's letter of 3/27/86 as being cost effective for the use of City of Salem forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $500;
Federal Funds $425.

RECEIVED
STATE HWY ENGR
APR 9 '86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
4/9

14. DATE 4/8/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosener

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
July 8, 1985	FAU 1635	City Street

10. GENERAL LOCATION:

Hawthorne Ave. at Center Street (Salem)

11. GENERAL DESCRIPTION OF WORK

Install protection for the signal controller

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/8/85 as requested in Mr. Fredrickson's letter of 2/28/86 as being cost effective for the use of City of Salem forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $500;
Federal Funds $425.

RECEIVED
STAT HWY ENGR
MAR 13 '86
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig to
3/13

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/11/86	G. K. Hessner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 5 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE August 15, 1985

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Hawthorne Ave. at Center Street (Salem)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/21/86, this will confirm the advance approval date of 8/15/85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the water facilities on an actual cost basis estimated to be $6,500; Federal Funds $5,525.

The Agreement with the City of Salem is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 3/4/86

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STAT HWY ENGR
FEB 24 '86
REFER TO
In Reply Refer to
File No.: [illegible]

Info	Inves	R/D	D/R	Sign	Act	File

February 21, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Water Facilities Relocation/Adjustment
City of Salem
Hawthorne Ave. @ Center Street (Salem) Section
FAU-1635
Marion County
Project No. IX-1635(6)

E. S.

Here is a copy of an estimate of cost to adjust the City of Salem's water facilities dated February 10, 1986.

The City-owned water facilities occupy city street right-of-way, therefore, the cost of relocation is reimbursable.

The conflict was anticipated. The City's Public Works Department was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution facilities.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 15, 1985, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $6,500.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Jerry Miller
Gary A. Wilson - Project Manager
City of Salem

Form 734-3122

10,046

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR

FEB 27 '86

REFER TO

In Reply Refer to
File No. CON

Info	Inves	R/D	D/R	Sign	Act	File

CON 5
10046

DATE: February 20, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-1635(6)

Contract 10046, Work Completed January 14, 1986

Project Hawthorne Ave. @ Center St. (Salem)

Highway FAU 1635

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Feb 11, 1986

Christianson
Dale E. Wilken
Division Administrator

COPY SENT
FEB 27 1986
STATE

BMW:mk

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
FEB 21 1986
OREGON DIVISION

734-2023 (2-85)

x10,046

11-12-86

Con 21-10
Salem Sp.

Form 61-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Center St - State St (Salem) Section

Center St. @ Hawthorn

324-1942

				6-85		
000	18,733	✓	901	1,795		
011	197,259	✓	903	142,330		
			905	720		
Total	215,992		906	21		
			910	80		
Curr	Biennum		911	900		
			913	10		
011	26,396		915	646		
			920	18,359		
			921	2,946		
			922	8		
			923	1,640		
			932	18		
			939	450		
			949	1,031		
			950	73		
			980	73		
			Total	170,863		

2-12-86
Cliff Laux
Has in process
right now the
action to take
care of this
project and final
it out.

Paul

DATE: ________

SECTION: Center St. - State St.
HIGHWAY: ________
COUNTY: ________
PREFIX: ________
F.A. NO: ________

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$		$	
901 Project Engineering Other Offices	N/A				
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74				
	7420				
904 Preliminary Design	7110				
905 Final Design	73				
906 Redesign	73				
907 T.P.D.T. Design	73				
908 Field Testing					
909 R/W Descriptions	7111				
910 R/W Maps	7111				
911 Sign And Signal Design	76				
	76				
912 Railroad Maps	7362				
913 R/W Liaison					
914 Utility Liaison	7783				
915 Landscape Design	7114				
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06				
921 Specifications And Estimates	7200				
923 Environmental Studies	75				
	75				
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141				
934 Geotechnical Investigation	7120				
937 Hydraulic Studies	7143				
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113				
964 Prepare Permits	7000				
980 Conduct Public Hearing	N/A				
020 Training	N/A				
050 Audit Services	0500				
		$		$	

* Amounts shown converted from function amounts that were previously given for this project.

#10[illegible]

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
FEB 11 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE January 31, 1986

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Hawthorne Avenue at Center St. (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 1-23-86 we approve the revised Preliminary Engineering costs to a TEC of $14,720; Federal Funds $12,512.

(Increase TEC $7,220; Federal Funds $6,137)

14. DATE 2/6/86

15. SIGNATURE OF APPROVING OFFICIAL C K Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 30, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
City of Salem
Hawthorne Ave. @ Center St. (Salem)
Section
FAU-1635
Marion County
Project No. IX-1635(6)

Confirmation of your verbal authorization for the City of Salem to proceed with the relocation of their water facilities in conflict with this project as of August 15, 1985 is requested. An estimate of cost is being prepared by the City. Preliminary estimate of cost is $6,500. This estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 15, 1985 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC:jr

cc: E. S. Hunter ✓
D. L. Trout
Pete Gonzalez
William G. Anhorn
Gary A. Wilson - City of Salem
Jerry Miller

[illegible]

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 23, 1986

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 80310
Project No. IX-1635(6)
Hawthorne Ave. @ Center St. (Salem) Section
Marion County
C324-1910

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Pool dated January 16, 1986.

Approval of this request will involve an increase of $7,220 in total cost and obligation of $6,137 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$244,770	$208,054	85.0%
Previous	237,550	201,917	
Difference	$ 7,220	$ 6,137	

DDB:pf
Attachment

cc: E. L. Hardt, Metro Region
R. C. Pool
Paul Singer
Wayne Schulte, Metro Region
Gary Zehner
Shirley Williams

RDE

RECEIVED
JAN 27 1986
ROAD DESIGN
SECTION

/ LPC S
LA
LDS
RWD
FLC
OFFICE
Copy All
Return To

Form 734-3122

- 10,046

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO 6

TO: Don Trout
Project Unit Engineer

DATE: January 16, 1986

FROM: for Bob Pool
Location Engineer

SUBJECT: Hawthorne Avenue @ Center Street
Marion County
Prefix C324-1910
Job No. IX-1635(6)

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

> This authorization is to update the estimated cost of this project to reflect the funds that were omitted on the original authorization. Funding for Function 901 (Project Engineering Other Offices) has been included to cover the cost for design and right-of-way. This is anticipated to be the final request.

The preliminary engineering costs are $ 14,720.

Attached is an itemization by P.E. activity.

RCP:SS:ja

Attachment

cc Rick Sjolander w/att.
Dick Singer "

[illegible]
P. S[illegible]R

81-125-1387

DATE: 1-16-86

SECTION: Hawthorn Ave. @ Center St.
HIGHWAY: City Street
COUNTY: Marion
PREFIX: C 324-1910
F.A. NO: IX-1635 (6)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$		$	
901 Project Engineering Other Offices	N/A			7,000	00
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74				
	7420				
904 Preliminary Design	7110				
905 Final Design	7300	2,625	00	2,625	00
906 Redesign	73				
907 T.P.D.T. Design	7331	825	00	825	00
908 Field Testing					
909 R/W Descriptions	7111			220	00
910 R/W Maps	7111				
911 Sign And Signal Design	7600	1,000	00	1,000	00
	76				
912 Railroad Maps	7362				
913 R/W Liaison					
914 Utility Liaison	7783				
915 Landscape Design	7114				
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06				
921 Specifications And Estimates	7200	3,000	00	3,000	00
923 Environmental Studies	75				
	75				
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141				
934 Geotechnical Investigation	7120				
937 Hydraulic Studies	7143				
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113				
964 Prepare Permits	7000				
980 Conduct Public Hearing	N/A				
020 Training	N/A				
050 Audit Services	0500				
		$ 7,500	00	$ 14,720	00

* Amounts shown converted from function amounts that were previously given for this project.

1-14-86

(306-327) 4-26-85/forms-SP (J-17)

STARS

EXPENDITURE ACCOUNT TABLE MAINTENANCE FORM

(Page 1 of 2)

①FUNCTION	: _				
②AGENCY	: 02	③EXPENDITURE ACCT	: C324-1942	④SUBJOB	: ___
⑤RELATED EA	: _________	⑥RELATED SUBJOB	: ___	⑦EA FND CTL IND:	: _
⑧RESPONS UNIT	: 7244	⑨EST QUANTITY	: ______	⑩FED AID STATUS	: _
⑪EA-STATUS CODE	: 06	⑫EST TOTAL DOLLARS	: ____________	⑬BI END PROC IND	: _
⑭EA-TYPE	: __	⑮ITEM CODE	: ______		

⑯DESCRIPTION:

01: ____

02: ____

03: ____

04: ____

05: ____

06: ____

07: ____

⑰RENT START DATE	: ______	⑱RENT END DATE	: ______	⑲PRT SEL IND	: _
⑳DISPOSAL DATE	: ______	㉑FA AUTH DATE	: ______	㉒FUEL TYPE	: _
㉓ACQUISITION DATE	: ______	㉔CONSTR YEAR	: __	㉕BLDG SQ FTG OR ACREAGE	: _______
㉖QUANITY UNITS	: _________	㉗FLEET CODE	: ____		

16,046

1-14-86

Con 21-10
Salem
SP

10,042

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Hawthorne Ave. @ Center St.
HIGHWAY City Street NO.
COUNTY Marion NO. 24
REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 2
PROJECT EA C324-1910
DATE 1-14-86

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES				**914** UTILITY LIAISON	7783		
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	7,000	7,000	**916** PHOTOGRAMMETRY SERVICES	7142		
	N/A			**917** INVENTORY NEEDS			
902 CITIZEN'S INVOLVEMENT	N/A			**920** PROJECT PROGRAMMING	06(— —)		
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(— —)			**921** SPECIFICATIONS AND ESTIMATES	7200	3,000	3,000
	74(— —)			**923** ENVIRONMENTAL STUDIES	75(— —)		
					75(— —)		
904 PRELIMINARY DESIGN	7112				75(— —)		
905 FINAL DESIGN	73(00)	2,625	2,625	**925** AIR MONITORING	7510		
906 REDESIGN	73(— —)			**927** FREE BRIDGE DESIGN	74(— —)		
907 T.P.D.T. DESIGN	73(31)	875	875		74(— —)		
908 FIELD TESTING				**929** FREE BRIDGE SPECIFICATIONS	7200		
909 RIGHT-OF-WAY DESCRIPTION	7111	220	220	**933** BASE DESIGN	7141		
910 RIGHT-OF-WAY MAPS	7111			**934** GEOTECHNICAL INVESTIGATION	7120		
911 SIGN AND SIGNAL DESIGN	76(00)	1,000	1,000	**937** HYDRAULIC STUDIES	7143		
	76(— —)			**949** SYSTEM STUDIES	N/A		
	76(— —)			**960** PROCESS PROJECT PROSPECTUS	7144		
				961 PREPARE HEARING STUDY DATA	7113		
912 RAILROAD MAPS	73(— —)			**962** RECONNAISSANCE SURVEYS	71(— —)		
913 RIGHT-OF-WAY LIAISON				**963** REVIEW FIELD SURVEYS	7113		

Continued on Page 2

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to the Program Section along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

ORGANIZATION UNIT, ESTIMATED COST AND CURRENT AUTHORIZATION

(1) Enter applicable unit number in the "Organization Unit" box. (The unit number must be included for proper budgeting.)

(2) Where this (_ _) is shown following the first two digits of the organization unit number, place the numbers of the applicable subordinate unit in the blanks. If subordinate unit numbers are not selected, (0 0) will be used.

(3) Enter estimated costs in the "Estimated Cost" box.

(4) The CURRENT AUTHORIZATION column, TOTALS, SALEM ACTIVITY ESTIMATES, and OTHER (shaded boxes) will be completed by the LOCATION OFFICE.

(5) Additional explanation of Region activities are as follows:

(Unshaded boxes - Region activities only)

900	Region and Project Manager activities
901	All other offices' activities (examples: Local Government, Consultant)
902	Citizens involvement activities
908	Field testing including Region Geologist (except Bridge Foundation)
913	Planning relocation and R/W liaison
980	Conduct public hearings only

(Hatched boxes - These are a combination of Region/Salem activities. Region shall enter the applicable unit number and estimated costs in the unshaded portion of each box.)

903	Region foundation activity
911	Region traffic activity
914	Region utility activity
923	Region environmental activity

KEY ID #, PROJECT EA, etc.

On first authorizations, the KEY ID #, PROJECT EA, RIGHT-OF-WAY EA and the FEDERAL AID PROJECT NUMBER will be completed in the Location Program Office.

On additional authorizations, the KEY ID #, PROJECT EA, RIGHT-OF-WAY EA and FEDERAL AID PROJECT NUMBER shall be completed by Region.

The LOCATION ENGINEER'S REMARKS may be completed by Region and/or Location office.

In all cases, the Survey Authority must show the preparer's name and must be signed by the Region Engineer.

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID #

SECTION
Hawthorne Ave. @ Center St.

REGION
2

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE PERMITS	7000						
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						
				TOTALS		$ 14,720	$ 14,720

RIGHT-OF-WAY EA	PE FUNDING Federal	PREVIOUS AUTHORIZATION $ 7,500
FEDERAL AID PROJECT NUMBER IX - 1635 (6)		ADD. AUTH. REQUIRED $ 7,220

LOCATION ENGINEER'S REMARKS

This authorization is to update the estimated cost of this project to reflect the funds that were omitted on the original authorization. Funding for function 901 (Project Engineering Other Offices) has been included to cover the cost for design, and right-of-way. This is anticipated to be the final request.

PREPARED BY Steve Specht	DATE 1-14-86	APPROVED, ASST. HIGHWAY ENGINEER X	DATE 2-19-86
RECOMMENDED, REGION ENGINEER X	DATE	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 2-14-86	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-31-86	

734-1914 (6-85) cont.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

2A. COUNTY NAME Marion

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Copies to
Singer
Oakes
[illegible]
Region 2

2-11-86

7. DATE AUTHORIZATION EFFECTIVE January 31, 1986

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Hawthorne Avenue at Center St. (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 1-23-86 we approve the revised Preliminary Engineering costs to a TEC of $14,720; Federal Funds $12,512.

(Increase TEC $7,220; Federal Funds $6,137)

C324-1910

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
11 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

14. DATE 2/6/86

15. SIGNATURE OF APPROVING OFFICIAL CK Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(2)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

2A. COUNTY NAME Marion

6. TO

7-29-85

Copy
ROW 21-16
Salem
Sp

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-25-85

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Center Street - State Street (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Terminate Project.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 7-18-85 the subject project is terminated.

Only those Preliminary Engineering charges prior to 5-28-82 are elibible for Federal participation. This is the date approval of FONSI was withdrawn.

The project will be constructed by the County and City.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 7/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

10-046

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 18, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Termination
Project No. IX-1635(2)
Center Street-State Street (Salem) Section
Hawthorne Avenue
Marion County

I request your approval to terminate the subject project and claim participation for incurred preliminary engineering costs of approximately $170,863.11 in conjunction with preliminary design, environmental document costs and work in regards to the traffic signal at Center and Hawthorne prior to September 21, 1984. With the exception of the traffic signal and channelization at Center and Hawthorne, which is being accomplished under Project IX-1635(6), the County and City propose to construct the balance of the improvements through the use of bond funds.

I will, by separate action, request the Accounting Section to prepare and submit the final voucher upon receipt of your approval to terminate the project.

CPL:pf

cc: W. Anhorn, Region 2
G. Zehner
J. Peterson
General Files

Form 734-3122

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Hawthorne @ Center
HIGHWAY City Street - Hawthorne NO.
COUNTY 24
NO.
REGION 2
AUTHORIZATION NO. 3
PROJECT EA C324-1942
DATE 7-1-85

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING FIELD OFFICE				914 UTILITY [illegible]	7783		
				915 LANDSCAPE DESIGN	71[illegible]		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	144,000	137,000	916 PHOTOGRAMMETRY SERVICES	[illegible]		
	N/A			917 INVENTORY DEEDS	[illegible]		
902 CITIZEN'S INVOLVEMENT	N/A			920 PROJECT PROGRAMMING	06(--)		
903 FINAL DESIGN [illegible] FOUNDATION	[illegible](--)			921 SPECIFICATIONS AND ESTIMATES	7200		
	7120			923 ENVIRONMENTAL STUDIES	75(--)		
					75(--)		
904 PRELIMINARY DESIGN	7110						
	[illegible]			925 AIR MONITORING	7510		
905 FINAL DESIGN	[illegible](--)			927 FREE BRIDGE DESIGN	74(--)		
906 [illegible]	[illegible](--)				74(--)		
907 [illegible] DESIGN	[illegible](--)			929 FREE BRIDGE SPECIFICATIONS	7200		
908 FIELD TESTING				933 BRIDGE DESIGN	7141		
909 RIGHT-OF-WAY [illegible]	[illegible]			934 GEOTECHNICAL INVESTIGATION	7120		
910 RIGHT-OF-WAY MAPS	[illegible]			[illegible] HYDRAULIC [illegible]	7142		
911 [illegible] AND [illegible]	74(--)			949 SYSTEM STUDIES	N/A		
	74(--)			960 [illegible] PROJECT [illegible]	7144		
				961 PREPARE HEARING STUDY DATA	[illegible]		
912 RAILROAD MAPS	[illegible](--)			962 RECONNAISSANCE SURVEYS	[illegible](--)		
913 RIGHT-OF-WAY LIAISON				[illegible] REVIEW FIELD [illegible]	7143		

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY (cont.)

KEY ID#

SECTION
Hawthorne @ Center

REGION
2

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
764 PREPARE [illegible]	1000						
[illegible]	[illegible]						
980 CONDUCT PUBLIC HEARING	N/A						
020 TRAINING	N/A						
050 AUDIT SERVICES	0500						

[redacted]

RIGHT-OF-WAY S.A. [redacted]	TOTALS	▨ | $ | $
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

See attached letter frm the City of Salem.

PREPARED BY	DATE 7-2-85	APPROVED, ASST. HIGHWAY ENGINEER X	DATE
RECOMMENDED, REGION ENGINEER	DATE	SEC. OR STATE HIGHWAY ENGINEER APPROVAL DATE	

Mr. Phil Stearns, Federal Aid Specialist
Oregon State Highway Division - Region 2
East Sfalem Highway Building
2960 State Street
Salem, Or 97310

DATE: 2-13-85

INVOICE NO:

REVENUE ACCT NO: 030-85-10-0-00894-894-770347

Project Description Hawthorne Ave. at Center Street (Salem) P.E.

Federal Aid No.	1 X 1635 (2)
FHWA Authorization Date	8-25-80
OSHD Cost Accounting No.	324-1942
Contract & Agreement No.	6648
City Project No.	770347
Period Covered	12-1-84 thru 12-31-84
Progress Billing No.	26 P.E.
FHWA Reimbursement @ 86.83725 %	
City Share @ %	
OTHER:	
@ %	
BREAKDOWN OF CITY ENGINEERING	
Design	783.86
Survey	
Inspections	
Clerical & Records	
Equipment Rent	
OTHER CITY COSTS:	
CONTRACTED SERVICES:	
OTHER:	
TOTAL COST $	783.86
FHWA Reimbursement @ 86.83725 % $	680.68

Reimbursement Due This Period $ 680.68

Previous Billings $ 140,873.07

Total Billings To Date $ 141,553.75

Prepared By: R. Wilson

Approved By: JM Mattson

TO: Mr. Phil Stearns, Federal Aid Specialist
Oregon State Highway Division - Region 2
East Salem Highway Building
2960 State Street
Salem, OR 97310

DATE: March 13, 1985

INVOICE NO:

REVENUE ACCT NO: 030-85-10-0-00894-894-770347

Project Description Hawthorne Ave. at Center Street (Salem) P.E.

Federal Aid No.	1 X 1635 (2)
FHWA Authorization Date	8-25-80
OSHD Cost Accounting No.	324-1942
Contract & Agreement No.	6648
City Project No.	770347
Period Covered	1-1-85 thru 1-31-85
Progress Billing No.	27 P.E.
FHWA Reimbursement @ 86.83725 %	
City Share @ %	
OTHER:	
@ %	
BREAKDOWN OF CITY ENGINEERING	
Design	1,112.47
Survey	
Inspections	
Clerical & Records	
Equipment Rent	
OTHER CITY COSTS:	
TOTAL COST $	1,112.47
FHWA Reimbursement @ 86.83725 % $	966.04

Reimbursement Due This Period $ 966.04
Previous Billings $ 141,553.75
Total Billings To Date $ 142,519.79

Prepared By: R. Wilson
Approved By: JM

Eoff

SERVING CONTRACTORS, OEM'S, UTILITIES AND INDUSTRIAL CUSTOMERS SINCE 1919.

☐**Portland**
509 N.W. 10th Avenue
P.O. Box 2828—97208
(503) 222-9411

☐**Salem**
P.O. Box 709—97308
(503) 363-9251

☐**Eugene**
556 Charnelton
P.O. Box 10828—97440
(503) 342-1277

☐**Vancouver**
808 Harney Street
P.O. Box 407—98666
(206) 694-7504
(503) 226-6200 (Portland)

☐**Bend**
1304 S.W. Hill
P.O. Box 43—97701
(503) 388-1544

July 1, 1985

10,046

Department of Transportation
Transportation Building, Rm 121
Salem, OR 97310

Gentlemen:

Please be advised that our firm will be delivering materials to the project known as located at Hawthorne Avenue at Center Street, Salem, Marion County, Oregon on order of our customer, Cherry City Electric. This is not a claim against any bond associated with the project, but rather merely a notice that we are involved with the project and would claim against the bond with D & D Paving as principle in the event we were not paid for the materials we furnish.

Please be assured that this notice is not intended to reflect adversely upon yourself, our customer, or any other person or business associated with the project. This is simply something which our corporate attorney requested we do on all projects and, I think you will agree, something which is merely a good business practice.

In closing, let me convey to you our firm's thanks for your patronage and our hope that you will be pleased with the materials that we will be supplying. If you have any questions regarding this notice, please feel free to contact me at 399-9776.

Thank you again.

Sincerely,

EOFF ELECTRIC COMPANY, INC.

Raymond M Ramsay

Raymond M. Ramsay

RMR:sk

cc: Cherry City Electric
D & D Paving

CERTIFIED MAIL NO. P 071302796

RECEIVED
JUL 5 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 21, 1983

D & D Paving Company
P. O. Box 13105
Salem, OR 97309

CON 5
#10,046

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,046 for work on the Hawthorne Avenue at Center Street (Salem) Section of FAU 1633 in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Don Jordan
L. E. George

OFFICE
1815 22nd St. S.E.

TELEPHONE
503 364-4904

D & D PAVING CO.
Post Office Box 13105
Salem, Oregon 97309

May 13, 1985

State of Oregon
Department of Transportation
Commission Services
Transportation Building, Room 121
Salem, Oregon 97310

RE: Hawthorne Avenue at Center Street (Salem)
DBE/MBE/WBE Goals

To Whom It May Concern,

D & D Paving Co. will be using Arrow Brothers Corp., who are listed in the Certified DBE/MBE/WBE Directory, as a subcontractor on the Hawthorne Avenue at Center Street (Salem) project.

Arrow Brothers Corp. have contracted for the following bid items:

Item # 5	Flagging	75	Hours	@$ 20.00	$ 1,500.00
19	Guardrail Type 2A	266	L.F.	@ 17.00	4,522.00
20	Guardrail Type 3	50	L.F.	@ 29.00	1,450.00
21	Guardrail Anchor Type 1	2	Each	@ 350.00	700.00
22	Rail End Pcs., Type C	2	Each	@ 80.00	160.00
23	Bridge Connections	2	Each	@ 275.00	550.00
33	Single Mailbox Supports	1	Each	@ 80.00	80.00
34	Multiple Mailbox Supports	4	Each	@ 140.00	560.00
35	Mailbox Concrete Collars	4	Each	@ 20.00	80.00
	Total amount of bid				$ 9,602.00

The Arrow Brothers Corp. bid of $9,602.00 is 5% of the total bid to the State of Oregon for $191,606.08.

Sincerely,

Barbara Bell

Barbara Bell
Office Manager and EEO Officer

RECEIVED
MAY 14 1985
3:30 p.m.
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

10,096

May 20, 1985

PRO

Robert Hansen
Director of Public Works
Marion County
Senator Building
220 High Street NE
Salem, OR 97301

Dear Bob:

SUBJECT: Hawthorne Avenue @ Center Street
FAU 1635 Project # IX-1635(2)
City of Salem

On May 9, 1985 the State Highway Division received a satisfactory bid from D & D Paving Co., P.O. Box 13105, Salem, OR 97309 on the subject project.

The County's share and advance deposit based on their bid is as follows:

Contractor's Bid		$191,606.08
Anticipated Additional Items:		
Permanent Signing (City)	$ 500.00	
Permanent Pavement Striping (City)	1,000.00	
Temporary Pavement Striping (City)	1,000.00	
(State) Furnished Prom & Program	700.00	
Signal Controller Testing & Turnon (State)	2,075.00	
Water Relocation & Adjustment (City)	6,500.00	11,775.00
SUBTOTAL		$203,381.08
Contingencies (4 1/2%)		9,152.15
Engineering Cost (9%) City		18,304.30
TOTAL CONSTRUCTION COST		$230,837.53
Est. (State) Preliminary Engineering Cost		7,500.00
TOTAL EST. PROJECT COST		$238,337.53
Less Federal Funds (85%)		(202,586.90)
TOTAL LOCAL SHARE		$ 35,750.63
County's Share (7.5%) of $35,750.63		2,681.30
COUNTY'S ADVANCE DEPOSIT	$2,700	ROUNDED

6-5-85
Co. deposit in
LGIP
G

We will award the contract when we receive your advance deposit in the amount of $2,700, which should arrive No Later Than May 31, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD #85-48: Rick Sjolander, Region 2
Vern Skoog-Please return completed AD #85-48 when advance deposit is received.

10,096

May 20, 1985

PAU

Ron Merry
Director of Public Works
City of Salem
555 Liberty Street SE
Salem, OR 97301

Dear Ron:

SUBJECT: Hawthorne Avenue @ Center Street
FAU 1035 Project # IX-1035(2)
City of Salem

On May 9, 1985 the State Highway Division received a satisfactory bid from D & D Paving Co., P.O. Box 13105, Salem, OR 97309 on the subject project. A copy of their bid proposal is attached.

The City's share and advance deposit based on their bid is as follows:

Contractor's Bid		$191,606.08
Anticipated Additional Items:		
Permanent Signing (City)	$ 500.00	
Permanent Pavement Striping (City)	1,000.00	
Temporary Pavement Striping (City)	1,000.00	
(State) Furnished Prom & Program	700.00	
Signal Controller Testing & Turnon (State)	2,075.00	
Water Relocation & Adjustment (City)	6,500.00	11,775.00
SUBTOTAL		$203,381.08
Contingencies (4 1/2%)		9,152.15
Engineering Cost (9%) City		18,304.30
TOTAL CONSTRUCTION COST		$230,837.53
Est. (State) Preliminary Engineering Cost		7,500.00
TOTAL EST. PROJECT COST		$238,337.53
Less Federal Funds (85%)		(202,586.90)
TOTAL LOCAL SHARE		$ 35,750.63
City Share (92.5%) of $35,750.63		33,069.33
Less Deposit on Work to be Performed by City 15% x 92.5% x $27,304.30	=	(3,788.47)
		$ 29,280.86

CITY'S ADVANCE DEPOSIT $29,300 ROUNDED

6-3-85
City deposit in
LGIP.
a

We will award the contract when we receive your advance deposit in the amount of $29,300, which should arrive No Later Than May 31, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD #85-47: Rick Sjolander, Region 2
Vern Skoog-Please return completed AD #85-47 when advance deposit is received.

10,046

Con 2[illegible] Salem St

nig

U.S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRA ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)

2. STATE PROJECT NO. See Below (Center [illegible])

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

Orig. w/ att. to 4/25

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE		8. FEDERAL ROUTE NUMBER		9. STATE ROUTE NUMBER		
4-17-85		FAU 1635		City Street		

10. GENERAL LOCATION:

HAWTHORNE AVENUE AT CENTER STREET (SALEM) SECTION

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 4-10-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $265,345 ; Federal Funds $225,543.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,046

Con 21-13

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-11-85

8. FEDERAL ROUTE NUMBER FAU 1635

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
HAWTHORNE AVENUE AT CENTER STREET (SALEM) SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*)
See Below

13. REMARKS

As requested by Mr. Potter's letter dated April 11, 1985, the following Program Change is approved:

1) App. Code. - Add 177

RECEIVED
STATE HWY ENGR
APR 17 '85
REFER TO
Potter
FOR

14. DATE 4/16/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,046

CON 21-[illegible]
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 11, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 80310
Project No. IX-1635(6)
Hawthorne Ave. @ Center St. (Salem) Section
Marion County

I request your approval of a program change on the subject project to utilize Appn Code 177 funds for the construction phase, which will require the following change in project data:

1) Appn Code ---- Add 177.

It is the State Highway Division's present intention to receive bids on this project on May 9, 1985.

CPL:bkb
cc: G. Zehner
J. Peterson
General Files

Form 734-3122

[illegible]

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

21-1942
cancelled

March 30, 1985

Refer to: W.O. #770347

Richard Sjolander, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RECEIVED
AUG 30 1985
ROAD DESIGN SECTION
LDE
FDE
LE
SE
FPO
PDE
LFE
GTE
BPC
FJS
CA
Copy All
Return To
B/U / /

Dear Mr. Sjolander:

SUBJECT: Hawthorne Avenue
Center Street Intersection
Preliminary Engineering

This is in response to your letter dated January 23, 1985. Your letter indicated that the City had exceeded the federal obligation for preliminary engineering for the Hawthorne Avenue at Center Street intersection project. Your letter also indicated that if additional charges are anticipated, to submit a justification with each billing.

The August 25, 1980 Authority for Survey showed $137,000 for payment to local government. This was for work through "design approval". Design approval was issued on November 2, 1981 by a finding of no significant impact (F.O.N.S.I.). On June 8, 1982 Phil Stearns, then Region 2 Federal Aid Specialist, advised the City that preliminary engineering for the intersection project could proceed under the original Hawthorne Avenue project authorization. He also advised that the City had expended approximately $125,000 of the $137,000 allocated for City expenditures.

The City submitted construction plan originals, draft specifications and a cost estimate to Duane Christensen, Region 2 Engineer on June 28, 1984. On October 25, 1984 the State sent us a letter requesting revisions to the plans. The City completed the requested revisions and returned the plans to Phil Stearns on January 31, 1985. During February and March of 1985 we have responded to miscellaneous telephone inquiries from various State Highway Division staff.

Your letter of January 23, 1985 had a copy of our Invoice Number 25 P.E. attached which covered the period through November 30, 1984. The City has received payment on this invoice. Attached are copies of our Invoices 26 P.E. and 27 P.E. for a total of $1,646.72 reimburable engineering costs for December of 1984 and January 1985. It is our understanding from Phil Stearns that this project is on the State's bid letting schedule for May 30, 1985. Therefore, we can expect a few additional engineering charges for February, March, April and May of 1985. We therefore request an increase in the payment to local government as follows:

Total through 11/30/84	$140,873.07
December 1984	680.68
January 1985	966.04
February, March, April, May 1985	1,500.00
Total	$144,019.79
Say:	$144,000.00

Please provide us a copy of the supplemental authority for our records.

Sincerely,

Marlin D Brinkley

Marlin D. Brinkley, P.E.
City Engineer

RWL:dh
Attachments

cc: Jerry Mattson, Finance Cost Accounting
Ralph Lambert, Chief Design Engineer
Gary Wilson, Project Engineer

10,046 3-26-85

Section *Hawthorne Ave. at Center St. (Salem) Sec.* Programming Estimate $ *250,000^{00}*
Highway *F.A.U. 1635* Project Length *0.21 mile*
County *MARION* Completion Time *180 C.D.*
Kind of Work *Grading, Paving & Signals* Est. Comp. Date *Nov. 29, 1985*
Prefix *324-1942* Letting Date *May 9, 1985* Project No. *IXG-1635(6)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *222,610^{00}*

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing *("No PARKING" by City Forces)*	*500^{00}*	
Permanent Pavement Striping *(City Forces)*	*1000^{00}*	
Temporary Pavement Striping *(CITY Forces)*	*1000^{00}*	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished *PROM & Program*	*700^{00}*	
Roadside Seeding & Mulching		$ *11,775^{00}*
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing *& Turnon (STATE)*	*2075^{00}*	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Water Relocation & Adjustment (City Forces)	*6,500^{00}*	
Adjust Utilities:		

Subtotal	$ *234,385^{00}*
Contingencies (4-1/2%)	*10,547^{33}*
Engineering (8, 9, 10%)	*21,094^{65}*
Subtotal	$ *266,026^{98}*
Credit for ____________	*—*
Estimated Net Authorization, Construction	$ *266,026^{98}*

APPROVED *cc: Rick Sjolander*

Road Design Engineer

3/26 85
2:25 #13

Rec'd. 3-26-85
G

Rev. 11/81

SUMM[illegible]Y--BID SCHEDULE-COST [illegible]STIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Hawthorne Ave. at Center St. (Salem) Sec.		COUNTY Marion	SHEET 1 OF 3
KIND OF WORK Grading, Paving & Signals	KEY NUMBER	LENGTH 0.21 Mi. / DATE 3-13-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. THIS ENGINEERING ESTIMATE IS ~~PRICED FOR~~ 5-9-85 BID LETTING					
	Mobilization			All		10,000
	Temporary Protection and Direction of Traffic			All		2,500^{00}
	Temporary Signs		Sq. Ft.	330	6^{00}	1,980^{00}
	Temporary Barricades		Each	4	70^{00}	280^{00}
	Flaggers		Hour	500	17	8,500
	ROADWORK					
	Removal of Structures and Obstructions			All	-	1,500
	General Excavation		Cu. yd.	1385	8^{00}	11,080
	Trench Excavation		Cu. yd.	246	10^{00}	2,460
	Special Backfill		Cu. yd.	192	10^{00}	1,920
	Furnishing and Placing Topsoil		Cu. yd	14	15^{00}	210
	1"-0 Aggregate Base		Ton	2980	9^{00}	26,820
	Class "B" Asphalt Concrete		Ton	1212	34^{00}	41,208

734-1736 (REV. 2-84)

SUMM[illegible]RY--BID SCHEDULE--COST[illegible]STIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Hawthorne Ave. at Center St. (Salem) Sec		COUNTY Marion	SHEET 2 OF 3
KIND OF WORK Grading, Paving & Signals	KEY NUMBER	LENGTH 0.21 Mi. / DATE 3-14-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	10-inch Concrete Storm Sewer Pipe 20		Lin. Ft.	115	20	2,300
	24-inch Concrete Storm Sewer Pipe 30		Lin. Ft.	280	30	8,400
	Extra for Pipe Under Pavement		Lin Ft.	160	10	1,600
	Concrete Manholes		Each	2	1500	3,000
	Concrete Inlets, Type 1		Each	3	500	1,500
	Concrete Inlets, Type 2		Each	3	500	1,500
	Guard Rail, Type 2A		Lin. Ft.	266	15	3,990
	Guard Rail, Type 3		Lin. Ft.	50	30	1,500
	Guard Rail Anchors, Type 1		Each	2	350	700
	Rail End Pieces, Type C		Each	2	95	190
	Bridge Connections		Each	2	350	700
	Concrete Walks		Sq. yd.	286	16	4576
	Concrete Driveways		Sq. yd.	78	18	1404
	Concrete Curbs, Type A		Lin Ft.	612	7	4,284
	Extra for Asphalt Approaches		Each	~~3~~ 17	175	2,975 ~~525~~
	Extra for Asphalt Walks		Sq. yd.	412	4	1648
	~~Asphalt Driveways~~		~~Sq. yd.~~	~~255~~	~~10~~	~~2,550~~
	Adjusting Manholes		Each	5	175	875
	Reconstructing Manholes		Each	1	600	600

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Hawthorne Ave. at Center St (Salem) Sec.	COUNTY Marion	SHEET 3	OF 3
KIND OF WORK Grading, Paving & Signals	KEY NUMBER	LENGTH 0.21 Mi.	DATE 3-14-85
NAME Leroy Churchill			

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Adjusting Inlets		Each	3	150	450
	Cleanout Conversions		Each	1	500	500
	Multiple Mailbox Supports		Each	3	200	600
	Bark Mulch	622	Unit	3	200	600
	SIGNALS					
	Traffic Signal Installation, Complete			All		52,303.00
	Fire Pre-emption System, Complete			All		6,246.00
40	Model 170 Controller Equipment, Complete			All		11,711.00
						~~222,710~~
						222,610 ✓

734-1736 (REV. 2-84)

10,046

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

1-16-85

Highway # 724

County Marion

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-1635(5)(6) Prefix 324 1942

Project Name Center St. @ Hawthorne St. N.E.
(Salem)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 16th day of January, 1985

City of Salem

Sue Harris
Mayor

Ramona Hudson
City Recorder

Certified By:

Regional Right-of-Way Supervisor
Date January 16, 1985

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

6

10,046

STATE OF OREGON
ROAD DESIGN-HIGHWAY

INTEROFFICE MEMO
Des 16

TO: Phil Stearns
Region 2 Federal Aid Specialist

DATE: October 19, 1984

FROM: Donald R. Adams, PE
Final Design Engineer

SUBJECT: Hawthorne Ave. @ Center St. (Salem)
F.A.U. 1635
Marion County

Attached are prints of the subject project: Several items are required.

1. Signature on title sheet
2. Travel lanes wideths shoulder widths on typical sections.
3. R/W on Sheet C-3.
4. Add required signs on Temporary Protection And Direction of Traffic on Sheets 2G & 2H.

Other suggested items are shown in red.

DRA:mg

HAWTHORNE AVENUE AT CENTER STREET

ENGINEER'S ESTIMATE OF COST

Bid Items:	$268,400
Permanent Pavement Striping (City Forces)	1,000
Temporary Pavement Striping (City Forces)	1,000
Water Relocation & Adjustment (City Forces)	6,500
Signal Controller Testing (OSHD)	1,800
Permanent Signing ("No Parking" by City Forces)	500
Signal Soft Ware (OSHD)	400
Right-of-Way	26,600
SUBTOTAL:	$306,200
5% Contingency	15,310
8% Engineering	24,496
ESTIMATED TOTAL COST:	$346,006

OREGON STA HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date May 1, 1984

Section HAWTHORNE AVENUE AT CENTER STREET
County

Ki Of Work Grading, Paving, and Signal
Length
Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization	5%	All	All	5%	12,381.00
	Temporary Protection and Direction of Traffic	2½%	All	All	2½%	6,190.00
	Temporary Signs		S.F.	412	7.00	2,884.00
	Temporary Barricade		Each	8	125.00	1,000.00
	Flagmen		Hour	500	21.00	10,500.00
	Roadwork					
	Clearing and Grubbing		L.S.	All	2000.00	2,000.00
	Removal of Structures and Obstructions		L.S.	All	4000.00	4,000.00
	General Excavation		Cu.Yd.	1385	10.00	13,850.00
	Embankment in Place		Cu.Yd.	300	10.00	3,000.00
	Trench Excavation		Cu.Yd.	225	10.00	2,250.00
	Special Backfill		Cu.Yd.	192	11.00	2,112.00
	1"-0 Aggregate Base		Ton	2980	8.00	23,840.00
	Class "B" Asphalt Concrete Mix		Ton	1212	35.00	42,420.00
	Asphalt Cement in Mixture		Ton	192	200.00	38,400.00
	Asphalt in tack coat		Ton	0.5	230.00	115.00
	10-inch Concrete Sewer Pipe		Lin. Ft.	115	9.50	1,092.50
	24-inch Concrete Sewer Pipe		Lin. Ft.	280	28.50	7,980.00
	Concrete Manhole		Each	2	1200.00	2,400.00
	Concrete Inlets - Type 1		Each	3	350.00	1,050.00
	Concrete Inelts - Type 2		Each	3	375.00	1,125.00
	Guard Rail - Type 2A		Lin. Ft.	266	12.00	3,192.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date May 1, 1984

Section HAWTHORNE AVENUE AT CENTER STREET
County

Kind Of Work Grading, Paving, and Signal
Length
Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Guard Rail - Type 3		Lin.Ft.	50	25.00	1,250.00
	Rail End Pieces - Type B		Each	4	60.00	240.00
	Concrete Walks		Sq.Yd.	286	13.00	3,718.00
	Concrete Driveways		Sq.Yd.	53	16.50	874.50
	Concrete Curbs - Type A		Lin.Ft.	612	5.50	3,366.00
	Extra for Asphalt Walks and Driveways		Sq.Yd.	232	15.00	3,480.00
	Adjusting Manholes		Each	5	200.00	1,000.00
	Reconstruct Manhole		Each	1	600.00	600.00
	Adjust Inlets		Each	3	200.00	600.00
	Cleanout Conversion		Each	1	100.00	100.00
	Imported Topsoil		Cu.Yd.	14	20.00	280.00
	Bark Mulch		Unit	3	180.00	540.00
	Relocate Mail Boxes		Each	3	100.00	300.00
	Traffic Signal		L.S.	All		70,260.00
						268,390.00
					Say	268,400.00

101246

Con 2[illegible] Salem

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/84
8. FEDERAL ROUTE NUMBER FAU 1635
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Hawthorne Avenue at Center Street (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
XX ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $7,500 FF $6,380
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated 9/18/84.

RECEIVED
STATE HWY ENGR
OCT 4 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 10/4

14. DATE 10/2/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,046

CON 21-10E
Salem
Sig.

[illegible] - state

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 80310
Project No. IX-1635(6)
Hawthorne Ave. @ Center St. (Salem) Section
Marion County

Attached support data consists of PR-1 form, project map, traffic signal warrant and accident analysis.

I request authorization to proceed with the PS&E phase of preliminary engineering, including utility preparatory work, at an estimated total cost of $7,500 with obligation of $6,380 in Federal funds.

JLG:pf
Attachments

cc: D. O. Christensen, Region 2
Gary Zehner, w/attach.
General Files

Form 734-3122

10,046

Con 2'-'0x
Salem

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 13, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Hawthorne Ave. @ Center St. (Salem)
Hawthorne Avenue
Marion County
IX-1635(6)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

This project was formerly classified as a Statewide Categorical Exclusion. We have recently become aware of the right-of-way need on the project so the current classification request has been prepared.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

CONCUR:

9/17/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
September 19, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
D. O. Christensen
Rick Sjolander
William Fretwell
John Gunter

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Hawthorne Avenue at Center Street (Salem) Section

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require minor right-of-way acquisition involving four files. There will be no relocations.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is consistent with the City of Salem's comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will improve traffic flow along Hawthorne Avenue and Center Street and provide safer access to and from both streets.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

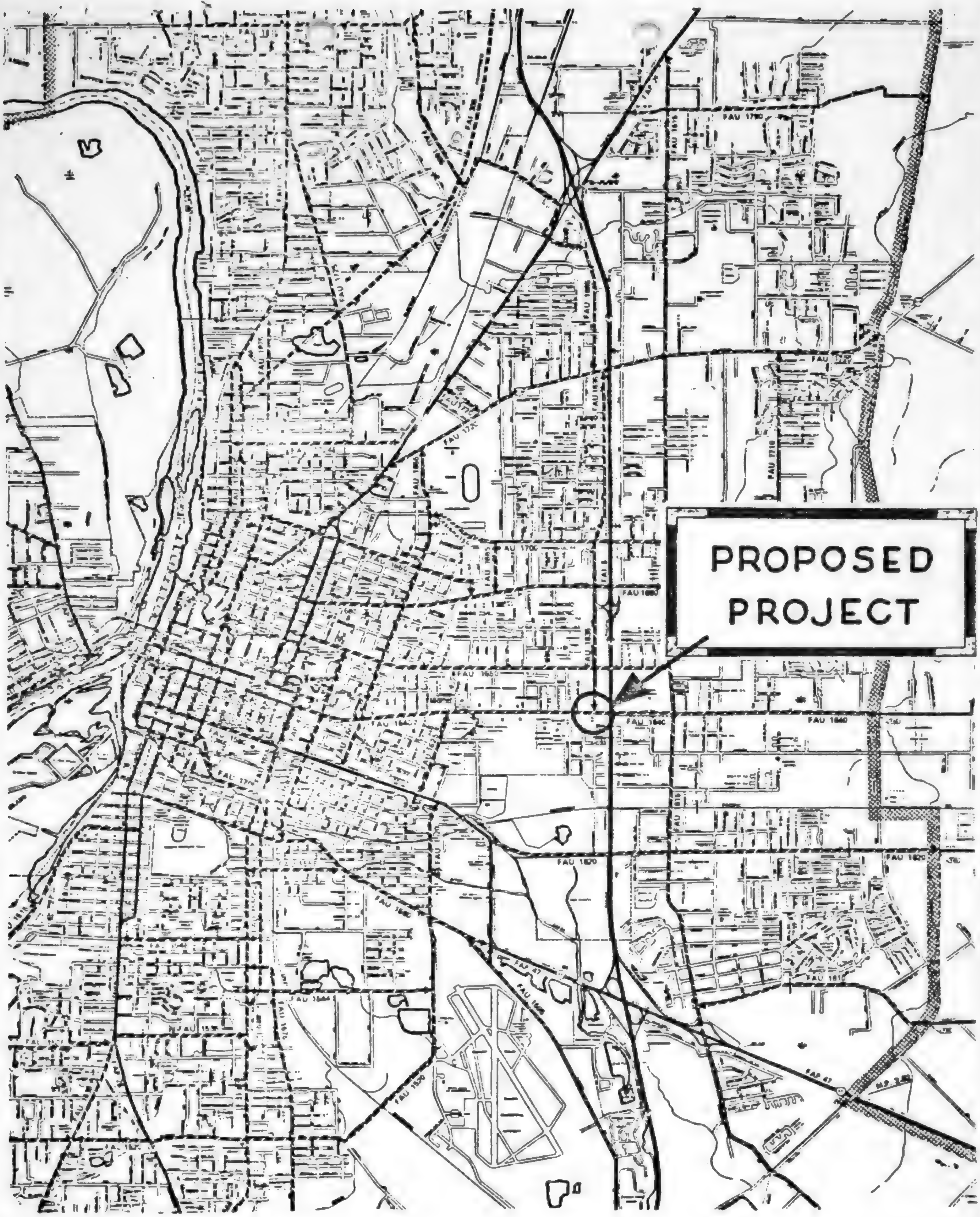
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project requires minor right-of-way acquisition and will improve traffic operations on both Hawthorne Avenue and Center Street.

OTHER DOCUMENTATION

None.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Sjolander	378-2626	SEP 17 1984


PROPOSED PROJECT
FAU 1700
FAU 1640
FAU 1620
FAP 47

Salem

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Marion Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# CON 21-10

SECTION Hawthorne Avenue @ Center Street

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 324-1910

DATE 9/12/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,500	920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 7,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER 1X-1635(6)

LOCATION ENGINEER'S REMARKS

Intersection revision, first unit of Center Street-State Street project on Hawthrone Avenue.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout W
Wakerlig

RECEIVED
NOV 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

NOTED

PREPARED BY Kit Leshk	DATE 9/12/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 9/13/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-21-84	

734-1914 (7-82)

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Hawthorne Avenue at Center Street (Salem) Section

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

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ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

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ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

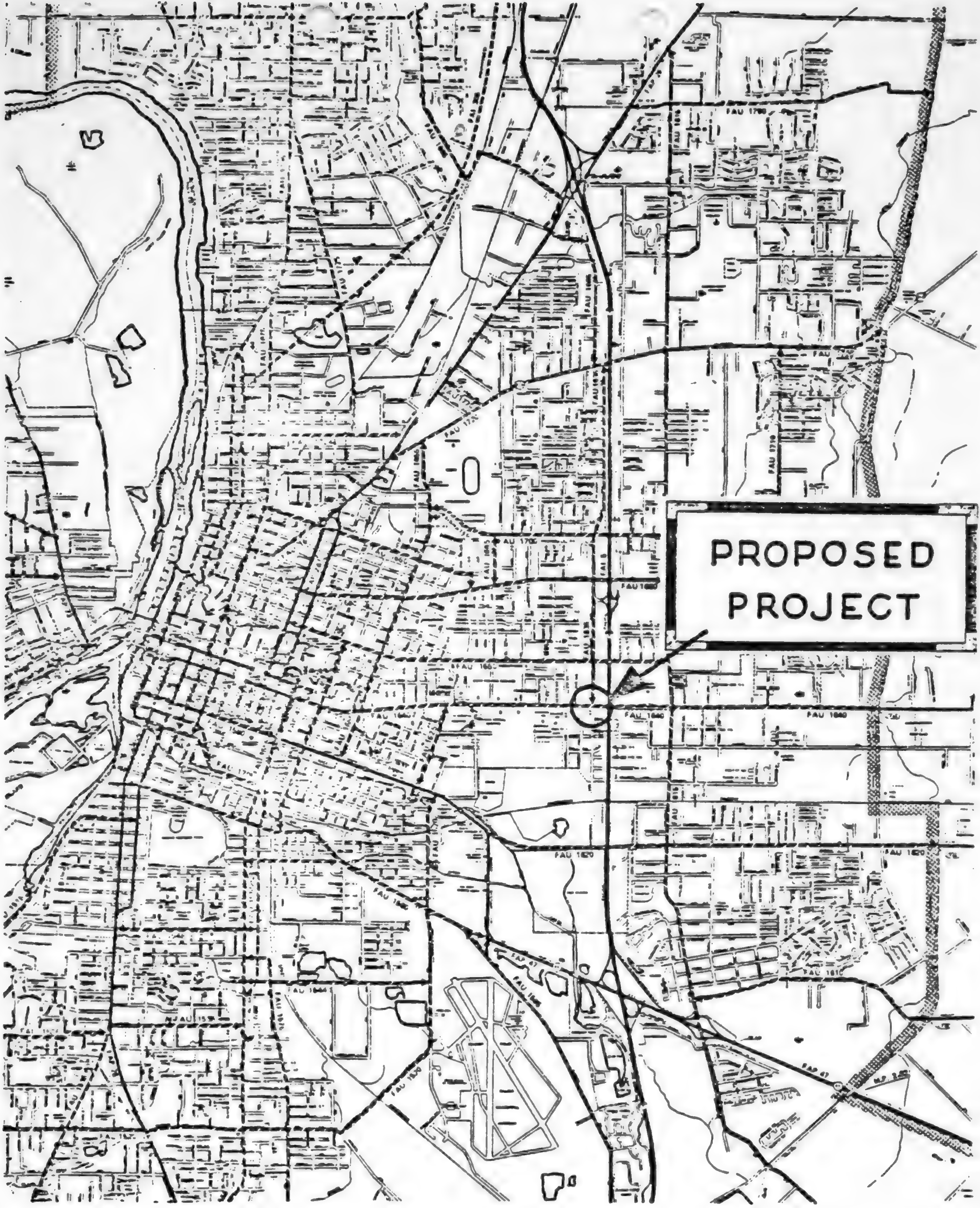
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project requires minor right-of-way acquisition and will improve traffic operations on both Hawthorne Avenue and Center Street.

OTHER DOCUMENTATION

None.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rick Sjolander	378-2626	SEP 17 1984


PROPOSED PROJECT
FAU 1640
FAU 1640
FAU 1620
FAU 1620

10,0-16

Con 21-13

24-hold

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Frank Terpin
LOCATION ENGINEER

DATE: July 2, 1984

FROM: Phillip O. Stearns Phil
REGION FEDERAL AID SPECIALIST

SUBJECT: Hawthorne Ave. at Center St.
Traffic Signals

324-1942

Herewith are P.S. and E. documents for the subject project as submitted by the City of Salem, along with the City's letter of transmittal.

Please process the documents through channels.

POS/rgb

To Final Design 7-9-84

Orig Est. : $265,000
Field Est. : $342,390
Type Funds : FAI-X L
Let Date : 21 MAR 85

RECEIVED
JUL 03 1984
LOCATION
SECTION

NOTED
J. GRASSMAN

81-125-1387

Contains Recycled Materials

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

June 28, 1984

REGION 2 OFFICE
RECEIVED
JUN 29 1984
RLO ..... RQS .....
[✓ RE] ..... [✓ RCE] ..... [✓ RME] ..... ROM .....
[✓ RTS] ..... RLS ..... RPC ..... [✓ RFS] .....
RUS ..... RG ..... RSR ....

Duane Christensen, Region 2 Engineer
Oregon State Highway Division
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

RE: Hawthorne Avenue N.E. at Center
Street N.E. Traffic Signals &
Intersection Improvements
Preliminary Plan, Specifications
and Estimate Review
W.O. #77 0 347

Dear Duane:

Enclosed are the construction plan originals, draft specifications and cost estimate for the subject project.

Please initiate the review process required for State and Federal approval.

The enclosed draft specifications are written in reference to the 1974 edition of the Oregon Standard Specifications for Highway Construction. We are in the process of revising these specifications to correspond with the 1984 edition, and will forward these revisions when complete.

Right-of-way acquisition is in process, and we anticipate being able to have clearance by mid-July, 1984.

If you have any questions or comments regarding this project, please call Gary Wilson, Project Engineer at 588-6211.

Sincerely,

Marlin D. Brinkley

Marlin D. Brinkley, P.E.
City Engineer

MDB:GAW:mb
Enclosures

cc: Ralph W. Lambert, Chief Design Engineer
Lew Garrison, Traffic Design Engineer

4/14/85

HAWTHORNE AVE AT CENTER STREET 770347

ENGINEERS ESTIMATE OF COST

Bid Items	$265,200
Permanent Pavement Striping (City Forces)	1,000
Temporary Pavement Striping (City Forces)	1,000
Water Relocation + Adjustment (City Forces)	6,500
Signal Controller Testing (OSHD)	1,800
Permanent Signing ("No Parking" by City Forces)	500
Signal Soft Ware (OSHD)	400
Right Of Way	26,600
SUBTOTAL	$303,000
5% Contingency	15,150
8% Engineering	24,240
ESTIMATED TOTAL COST	$342,390

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 5/1/84

Section HAWTHORNE AVENUE AT CENTER STREET

Kind Of Work Grading, Paving + Signal Length ______ Name ______

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization		All	All	5%	12,381.00
	Temporary Protection and Direction of Traffic		All	All	2½%	6,190.00
	Temporary Signs		SF	412	7.00	2,884.00
	Temporary Barricade		each	8	125.00	1,000.00
	Flagmen		hr	500	21.00	10,500.00
	ROADWORK					
	Clearing and Grubbing		LS	ALL	2000	2,000.00
	Removal of Structures and obstructions		LS	ALL	4000	4,000.00
	General Excavation		CuYd	1300.	10.00	13,000.00
	Embankment in Place		CuYd	300.	10.00	3 000.00
	Trench Excavation		CuYd	225.	10.00	2250.00
	Special Backfill		CuYd	192.	11.00	2112.00
	1"-0 Aggregate Base		Ton	2812.	8.00	22496.00
	Class "B" Asphalt Concrete Mix		Ton	1212.	35.00	42,420.00
	Asphalt Cement in Mixture		Ton	192.	200.00	38,400.00
	Asphalt in tack Coat		Ton	0.5	230.00	115.00
	10inch Concrete Sewer Pipe		Lin ft	115.	9.50	1,092.50
	24inch Concrete Sewer Pipe		LinFt	280.	28.50	7,980.00
	Concrete Manhole		each	2.	1200.00	2,400.00
	Concrete Inlets Type 1		each	3	350.00	1,050.00
	Concrete Inlets Type 2		each	3	375.00	1,125.00
	Guard Rail Type 2A		LinFt	266	12.00	3,192.00

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 5/1/84

Section HAWTHORNE AVE. AT CENTER STREET

Kind Of Work Grading Paving + Signal Length ______ Name ______

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Guard Rail Type 3		Lin Ft	50	25.00	1,250.00
24	Rail End Pieces Type B		each	4	60.00	240.00
	Concrete Walks		Sq Yds	286	13.00	3,718.00
	Concrete Driveways		Sq Yds	53	16.50	874.50
	Concrete Curbs (Type A)		Lin Ft	612	5.50	3,366.00
	Extra For Asphalt Walks and Driveway		Sq Yd	232	15.00	3,480.00
	Adjusting Manholes		each	5	200.00	1,000.00
	Reconstruct Manhole		each	1	600.00	600.00
	Adjusting Inlets		each	3	200.00	600.00
	Cleanout Conversion		each	1	100.00	100.00
	Imported Topsoil		CY	14	20.00	280.00
	Bark Mulch		Unit	3	180.00	540.00
	Relocate Mail Boxes		each	3	100.00	300.00
	Traffic Signal		LS	All		70,260.00
						266,196.50
					SAY	266,200

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

January 31, 1984

Refer to: W.O. #770347

REGION 2 OFFICE
RECEIVED
FEB 05 1985

Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
2960 State Street
Salem, OR 97310

Dear Phil:

SUBJECT: HAWTHORNE AVENUE AT CENTER STREET
FAU 1635

Enclosed are the revised prints, specifications, and cost estimate for the subject project.

The required changes and many of the suggested changes as addressed in your letter of October 25, 1984 (copy attached), have been incorporated into these revised prints.

In lieu of indicating the travel lane and shoulder widths on the typical sections as indicated in your review, a separate plan sheet has been incorporated showing the permanent striping and signing details. Both of these items will be performed by City forces and this additional sheet is clearly labeled "For Information Only." By referencing this sheet on the typical section details, we have provided a much clearer picture of the lane and shoulder layout than what we would have been able to show on the typical sections themselves.

We appreciate your assistance in the preparation of the contract documents for this project and look forward to the construction of a much needed intersection control system.

Sincerely,

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

GAW:hww

Attachments

cc: Ralph W. Lambert, Chief Design Engineer
Gary A. Wilson, Project Manager

10,046

VICTOR ATIYEH
GOVERNOR

324-1942

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

March 9, 1983

Ron Merry
Director of Public Works
Room 325 City Hall
555 Liberty St. SE
Salem, OR 97301

Hawthorne Ave. at Center St.
Salem Urban Area

This is to advise you the State Highway Division has received authorization from the Federal Highway Administration for acquisition of right of way for the subject project.

City forces may proceed with the work effective March 1, 1983. Please forward your billings to this office for approval and processing.

A copy of the authorization is attached for your information.

Philip O. Stearns
Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

POS/rgb
attch.

cc: L.P.U.

734-1667

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
MAR 9 1983
REFERRED TO________
FOR________
FILE: PM FA LG.

10,046

Con 21-19

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-1-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1635(5)

Salem St

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

[illegible] State

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80310

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-1-83	8. FEDERAL ROUTE NUMBER FAU 1635	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: Hawthorne Avenue at Center Street (Salem)Section

11. GENERAL DESCRIPTION OF WORK: Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 2-14-83, you are now authorized to proceed subject to the condition that parcel numbers are assigned to the properties involved, with all phases of right-of-way acquisition at a TEC of $26,600, F.F. $22,610.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 7 '83
REFER TO Swan
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to
3/7

14. DATE 3-1-83	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

10,046

CON 21-10
Salem
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 24, 1983

In Reply Refer to
File No. PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Project No. IX-1635(5)
Hawthorne Ave. @ Center St. (Salem) Section
Right of Way
Marion County

Enclosed is a copy of Mr. Henry's letter of February 23, 1983 which indicates that City of Salem forces will acquire the necessary right of way on the subject project, and further provides assurances that the City is adequately staffed, equipped and organized to provide the necessary services.

We trust this information will meet with your approval and allow authorization to be given as requested in our letter of February 14, 1983.

CL:pf

cc: R. Henry
D. Aman
General Files

Form 734-3122

10,046

Zehner

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: February 14, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 80310
Project No. IX-1635(5)
Hawthorne Ave. @ Center St. (Salem) Sec.
Marion County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way Sketch map for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $26,600 with an obligation of $22,610 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way sketch map. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bks
Enc.
cc: J. Boyd
D. Aman
P. Stearns
General Files

2-22-83
R/W Acquisition by City
No Adv. Dep.
G

Form 734-3122

Budget Bureau No. 4

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)
DATE SUBMITTED TO W.O.	February 14, 1983	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., Hawthorne Ave. (Salem)	**ADT**	PRESENT 17,520*	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Right-of-Way Acquisition W	NATL. FOREST (63) (65)	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 1635

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Marion				
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U	FEDERAL-AID 1635 (32)	STATE City St. (36)	(37) --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(60) (66)	(67) (76)		
5					**PE**							
5					**ROW** TOPICS		"Hawthorne Ave. @ Center St. (Salem) Sec."	0.0	26,600	22,610	----	299 3,691
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	0.0	26,600	22,610	----	3,990
1	14	PROGRAM APPROVAL DATES 7-21-78			(16) (23)	(24) (33)	REMARKS Additional Data: Item 8031 No. IX-163	

*ADT entering the Intersection

3241942

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

February 14, 1983

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) City St., Hawthorne Ave. (Salem)	ADT	PRESENT 17,520*	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580	ITEM NO. 80310

OPOSED WORK (35 typewriter Acquisition	NATL. FOREST					EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) IX- / NUMBER 1635 / SEQ. NO. (5)	I. Projects Only: POST MI. / DESIG.

FUNDS: Interstate Transfer Grants

COUNTY NAME: Marion CODE 047

EA: Salem

ROUTE NO. U FEDERAL-AID 1635 STATE City St. U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW TOPICS		"Hawthorne Ave. @ Center St. (Salem) Sec."	0.0	26,600	22,610	----	299 (Co.) 3,691 (City)	
CONST (CODE)								ROW-60' normal; Access Control-partial; Parking Restrictions-partial.
PROJECT TOTALS			0.0	26,600	22,610	----	3,990	

RED BY C.L.

M APPROVAL DATES 7-21-78

*ADT entering the Intersection

REMARKS
Additional Data: Item 80310; Project No. IX-1635(2).

USCOMM DUSCOMM-DC 48905-P61

Hawthorne Ave. @ Center St. (Salem) Section
Project No. IX-1635(5)

Project Data: Work consists of right-of-way acquisition all phases as required for the future widening to provide for left turn lanes and installation of a multi-phase traffic signal.

Note: 1) The project is in Congressional District No. 5.
2) No relocation assistance involved.
3) Included in M-WVCOG/SATS; TIP/AE item 1.3.4, page 17.

10,046

324-1942

Con 21-10.
Salem
-St

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: D. E. Swan
ACTING PROGRAM SECTION MANAGER

DATE: January 26, 1983

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: Hawthorne Avenue at Center Street
1X-1635(2)

to Final Design
2-2-83

Enclsoed are three right of way maps, one set preliminary plans, and a letter from City of Salem which outlines right of way acquisition costs.

Please process the documents through channels for appropriate action.

POS/rgb
Enclosure

RECEIVED
FEB 02 1983
LOCATION SECTION

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JAN 26 1983
REFERRED TO ____________________
FOR ____________________
FILE: PM FA LG.

81-125-1307

Contains Recycled Materials

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

January 6, 1983

Phil Stearns, Federal Aid Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem,OR 97310

RE: Hawthorne Avenue and
Center Street Intersection
W.O. #770347
R/W Request

Dear Mr. Stearns,

We are now at a point on the Hawthorne Avenue and Center Street Intersection project where we need authorization to begin right of way acquisitions. Please initiate the necessary actions to obtain Federal Programming so we can proceed with this phase of the project.

Our estimate of the right of way costs are as follows:

Property Costs	$ 21,400.00
Appraisal Fees	2,400.00
Closing Costs	800.00
City Staff Expenses	2,000.00
Total Cost	$ 26,600.00

Attached is a right-of-way plan showing the property acquisitions we will need prior to project construction.

Also attached is a set of preliminary plans showing the planned construction.

Please advise us of the earliest possible time we can proceed with these acquisitions.

If you have any questions or problems with this request please call Gary Wilson at 588-6211.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley
Marlin D. Brinkley
City Engineer

Enclosures (2)

MDB:GAW:gks

cc: Ralph W. Lambert, Project Engineer
Gary A. Wilson, Project Engineer

File #770347
Chrono

10,046

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 18, 1982

Marlin D. Brinkley, P.E.
City Engineer
Room 325 City Hall
555 Liberty St. SE
Salem, OR 97301

Hawthorne Avenue at Center Street.

This is in response to your letter dated June 15, 1982, regarding the traffic signal and channelization at Hawthorne Avenue and Center Street..

The Federal Highway Administration withdrawal of the F.O.N.S.I. for the Hawthorne Avenue project does not affect the signal project. The intersection meets warrants and will stand as a project on its own. FHWA does not intend to block installation of traffic signals.

Preliminary engineering may proceed under the original authorization for the Hawthorne Avenue project. You have expended approximately $125,000 of the $137,000 allocated for City expenditure. If you find it will take additional funds, please advise and give your justification. A third "Authority for Survey" may be written. Please do not exceed your authorized amount without prior approval.

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/rgb

cc: Bill Kappus
Alan Hershey
Robert Hansen
D. H. Moehring

PROGRAM MANAGEMENT SECTION
DHM ☑ DES ☑
SHM ☐ MJK ☐ DNH ☐
JUN 18 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG. 6

10,046

CON 5-10
Salem
Sp.

May 17, 1982

City of Salem
City Hall
Salem, OR 97301

AGR 4-1
4-2

Attention: Patricia Wolfe
City Recorder

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6618

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for the Center Street at Hawthorne Avenue Intersection Interstate Transfer Project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

10,046

FEDERAL AID PROJECT REQUEST

Date August 1981

Applicant Agency City of Salem

Request for: Off-System ____, FAS-C____, FAUS____ Project Interstate Transfer X

Federal Aid Route No. 1635 & 1640 Route Name Hawthorne Avenue and Center Street

Project Name Hawthrone Avenue-Center Street Intersection

Project Length 1200 L.F. Project Location (Attach sketch map)

Project Description Install traffic signal at Hawthorne Ave.-Center Intersection. Also included is roadway pavement widening on the north, east, and south approaches. (The west approach is already 47 curb to curb) for left turn lanes.

Average Daily Traffic Yr. 2000 Hawthorne 1000-3600, Center St. 28,000 Design Speed 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 @ 12' Shoulders 2-3' gravel

Medians 0 Parking on gravel shoulder

Sidewalks none

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 40' & 52' Travel Lanes 2 @ 12' Shoulders 2 @ 6' on Center St. only

Medians 1 @ 16' for left turns Parking none

Curbed no Length Curb Radii 30'

Sidewalk/Bikeway Hawthorne-none Center St.-2-6" paved shoulders

Remarks Center St. west of Hawthorne existing 47' curb to curb with 2-5' curb sidewalks within 60' ROW.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971? Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____

Remarks City to acquire

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location Hawthorne @ Center Intersection

Type Fully Actuated
Phases Multi-Phase
Type of Suspension Mast Arm
Interconnected No
Remarks Model 170 Controller
With Opticom type fire preemption equipment.

3. Permanent Signing:

Include in project or by applicant? Include in Project

4. Permanent Striping:

Include in project or by applicant? By Applicant
Include funds in project. To inlcude raised lane line reflectors.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

1-Mercury Vapor luminaire mounted on a wood pole at intersection of Center and Hawthorne Streets.

2. Proposed Illumination:

Location Hawthorne @ Center Intersection
Type 400 Watt High Pressure Sodium
at 40 foot mounting height.
Remarks Combination Signal-Illumination Poles at Intersection

V. STRUCTURE DATA

1. Existing Structure:

Location Center St. @ Interstate 5 Overcrossing
Type concrete
Approach Roadway Width 22' I Shoulder Width varies-gravel
Length 180' I Width 35' I 2 lanes
To remain in place? yes

2. Proposed Structure:

Location none

Approximate Size: Length - Width -

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad N/A
Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Richard Knowles, Transportation Coordinator Mid-Willamette Valley Council of Governments
Office
2. Environmental — Richard Knowles, Transportation Coordinator, MWVCOG
Office
3. Public Hearing — Richard Knowles, Transportation Coordinator, MWVCOG
Office

Remarks The Environmental Assessment was approved by FHWA 5-14-81.
The Public Hearing was held June 22, 1981
The Finding of Non-Significant Impact is now being prepared.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ____ Consultant ____

3. Will applicant perform any work prior to or after award of contract?

Yes X No ____

If "yes," describe briefly: Right-of-Way Acquisition, contract PS&E Preparation, contact Administrator and Inspector.

4. Applicant's estimate of cost for requested project: 1982 Dollars

Roadway Work	$ 124,000
Right-of-way costs (if participating)	12,000
Traffic control	112,000
Illumination	-
Structures	0
Railroad	0
Other Contingencies	30,000
Preliminary engineering	37,000
PROJECT TOTAL	$ 315,000

Remarks 1981 Estimate of $280,000 inflated @ 12% to $315,000
This project is first phase of Hawthorne Ave-Center St. to State St. Project

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Salem and/~~or~~ Marion COUNTY

By ____ By Harry Carson Jr.

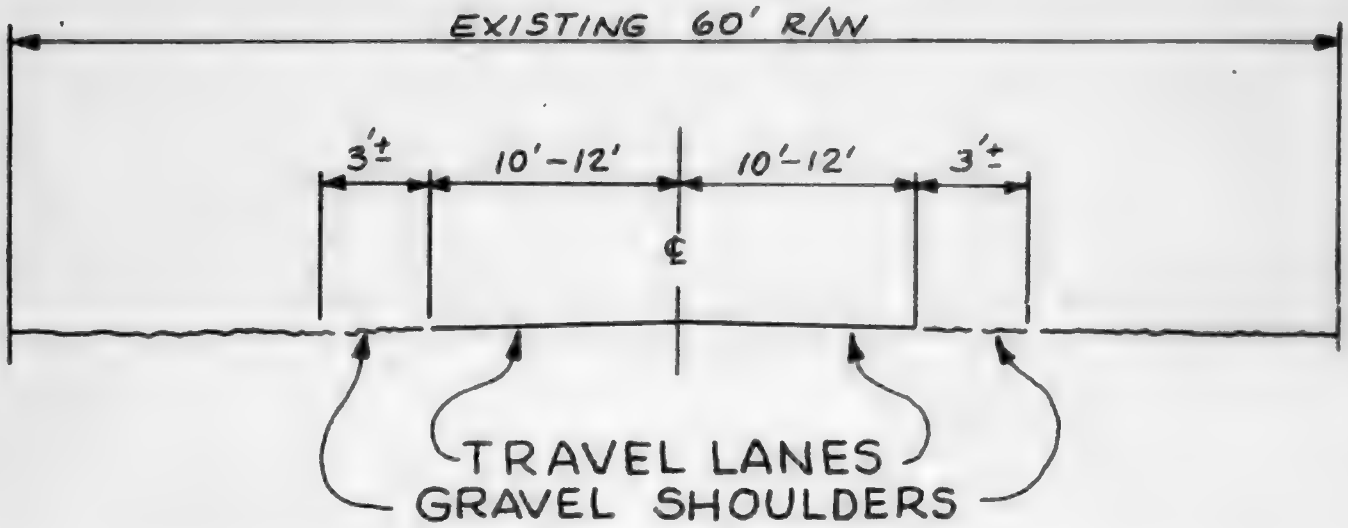
Attest: By Patricia Wolfe City Recorder

By Gary Heer

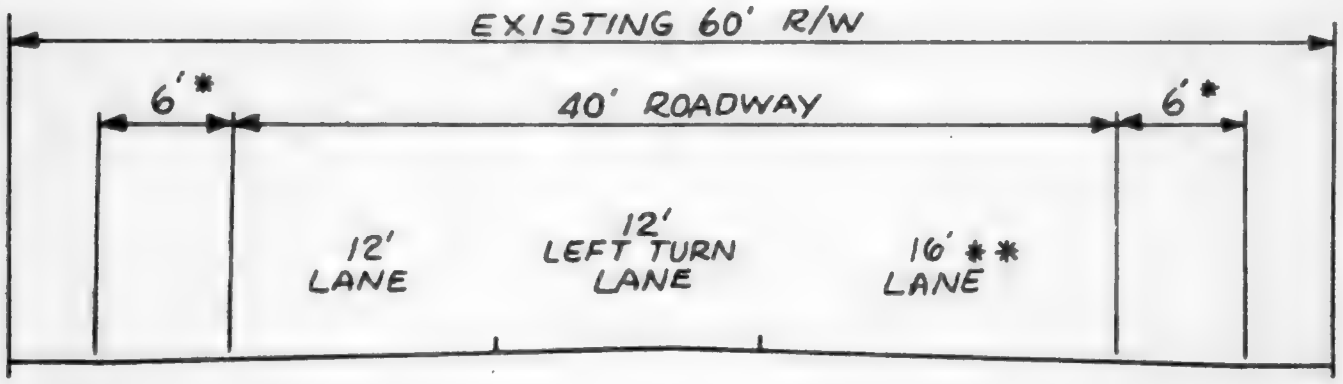
By Randall Franke

(1976)

EXISTING
HAWTHORNE AND CENTER
TYPICAL CROSS SECTION

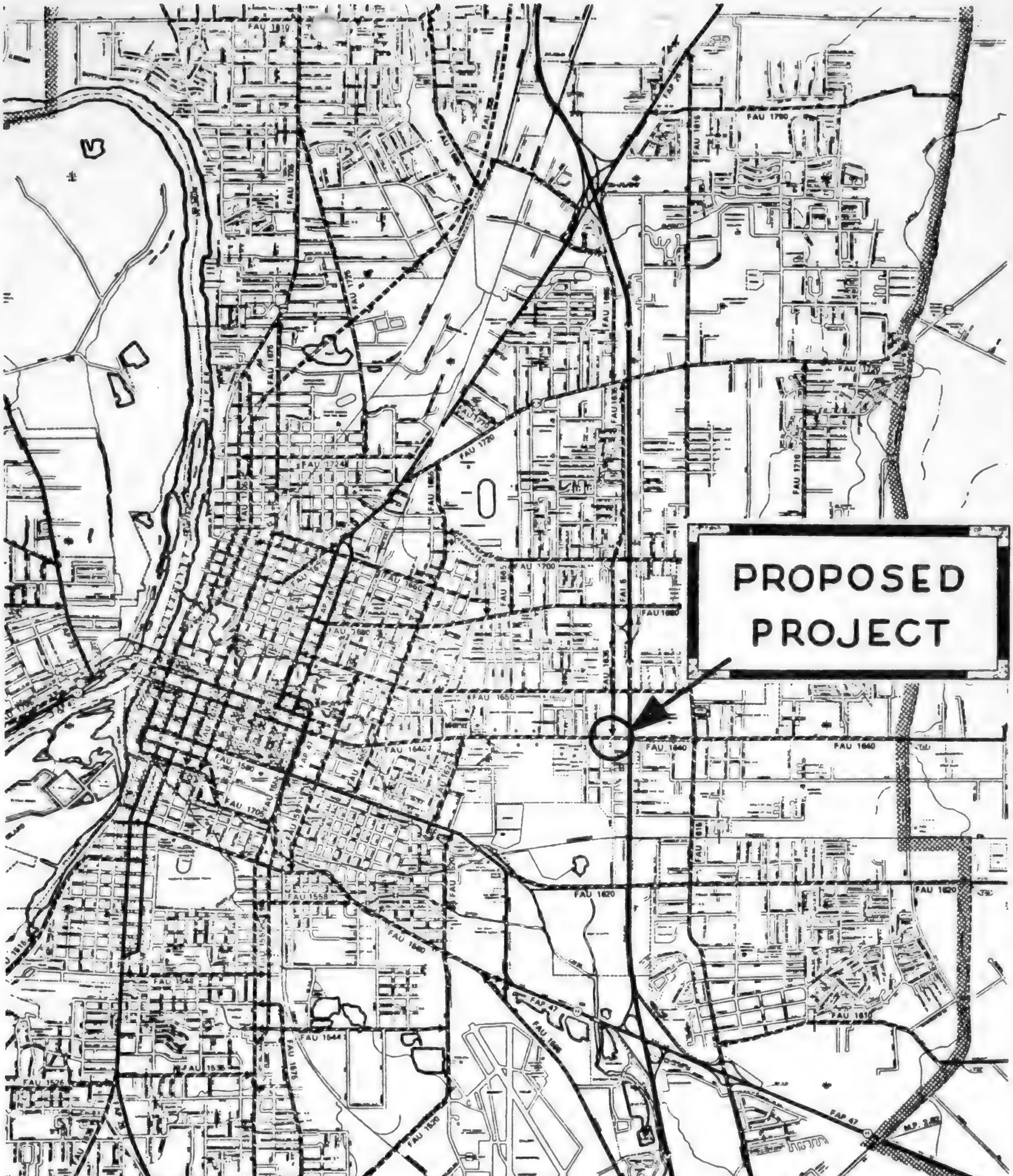

EXISTING 60' R/W
3'±
10'-12'
10'-12'
3'±
℄
TRAVEL LANES
GRAVEL SHOULDERS

PROPOSED
HAWTHORNE AND CENTER
TYPICAL CROSS SECTION


EXISTING 60' R/W
6'*
40' ROADWAY
6'*
12' LANE
12' LEFT TURN LANE
16'** LANE

* SHOULDERS PAVED ON CENTER ST. FROM HAWTHORNE TO I-5 BRIDGE
SHOULDERS GRAVEL ON HAWTHORNE

** 16 FOOT LANE FOR TURNING VEHICLES TO TURN INTO


PROPOSED
PROJECT
FAU 1700
FAU 1720
FAU 1650
FAU 1640
FAU 1620
FAU 1610
FAU 1705
FAU 1558
FAU 1544
FAU 1620
FAP 47

RESOLUTION NO. 81 131

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT approval is hereby given to a request for federal funds for HAWTHORNE AVENUE and CENTER STREET INTERSECTION IMPROVEMENTS, and the Mayor and Recorder on behalf of the City are authorized to sign the appropriate application.

ADOPTED by the Common Council this 31st day of August, 1981.

ATTEST:

Patricia Wolfe

CITY RECORDER

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Patricia Wolfe, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of Resolution No. 81-131 passed by the City Council on August 31, 1981, has been prepared by me, compared with the original and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon, this 31st day of August, 1981.

Patricia Wolfe
CITY RECORDER

1985 Lancaster Dr. NE-Lardon Rd. 10,047
NE (Salem) Sec, E. edge of Salem
(gr, pav, sign, ill, signals) #2

CcA 8394 4-26-85
CcA 5614 4-3-85

10,047

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-22-92

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENEDE

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

STATE
OREGON

VOUCHER PERIOD
FROM 07 20 83
TO 01 08 90

VOUCHER TYPE *(Check appropriate block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-1720(3)

(*) Use Form FHWA - 1447 for Final Voucher for a project construction under certification acceptance or secondary road procedures (23 U. S. C. 117)

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENT	NET AMOUNT CLAIMED
(W32)	$730,003.60	$728,859.15	88.15%	$642,489.34	$642,489.34	0.0
( )						
( )						
( )						
( )						
	$730,003.60	$728,859.15		$642,489.34	$642,489.34	0.0

I certify that the costs shown in this voucher have been incurred in accordance wiht terms of project agreements; applicabel State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON STATE HIGHWAY DIVISION

DATE
7-22-92

SIGNATURE OF AUTHORIZED OFFICIAL
Donald C Aman
Don Aman, Manager

REMARKS

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

LANCASTER DR. NE-LARDON RD. (SALEM)
COUNTY ROAD
MARION COUNTY
M-1720(3)

TYPE CODE ROW
RIGHT OF WAY

RIGHT-OF-WAY	$680,256.26
MARION COUNTY	48,602.89
1	
TOTAL PARTICIPATING PROJECT COST	$728,859.15
NONPARTICIPATING PROJECT COST	
RIGHT-OF-WAY	$1,144.45
TOTAL PROJECT COST	$730,003.60

10,047

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST DATE: June 10, 1992

PROJECT NO: IX-M-1720(5) AGREEMENT NO.: 5614

MARION COUNTY CONTRACT: 10047

SECTION: LANCASTER DRIVE N.E. LARDON RD. N.E. SECTION

CONSTRUCTION	PARTICIPATING	NONPARTICIPATING
CONTRACT PAYMENTS	$1,932,502.99	$10,588.00
INTEREST ON FINAL PAYMENTS		1,044.28
SFO 4 STRIPING	8,000.30	
SFO 6 & 7 SIGNAL TEST AND TURN ON	2,298.25	
SFO 9 REMOVE LIGHTS (MARION)	320.35	
SFO 10 REMOVE INLET (MARION)	3,947.21	
CONSTRUCTION ENGINEERING (STATE)	198,586.62	1,895.40
CONSTRUCTION ENGINEERING (MARION)	6,143.84	2,543.01
LIQUIDATED DAMAGES	- 4,500.00	
AUDIT SERVICES	349.60	
TOTAL PROJECT COST	$2,147,649.16	$16,070.69

SUMMARY

TOTAL COST	$2,163,719.85
LESS: FEDERAL FUNDS	-1,862,198.89
LESS: ADVANCE DEPOSIT LGIP	- 232,495.41
LESS: STATE MATCH	- 69,025.55
BALANCE OWED TO COUNTY (LGIP)	$ 0.00

ADVANCE DEPOSIT FOR PRELIMINARY ENGINEERING	$4,455.00
ADVANCE DEPOSIT FOR CONSTRUCTION	262,000.00
ADVANCE DEPOSIT FOR RIGHT OF WAY	36,500.00
TOTAL ADVANCE DEPOSIT	$302,955.00
LESS: ADVANCE DEPOSIT FOR CONSTRUCTION	-232,495.41
LESS: ADVANCE DEPOSIT FOR PE & UTILITIES	- 19,740.74
BALANCE OF ADVANCE DEPOSIT APPLIED TO THE RIGHT OF WAY PHASE OF THE PROJECT IX-1720(3)	$50,718.85

THIS FINAL ACCOUNTING IS FOR THE CONSTRUCTION PHASE OF THE PROJECT.

10,047

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-13-92

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENEDE

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES , DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Building, Salem, OR 97310

STATE
OREGON

VOUCHER TYPE *(Check appropriate block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 04 17 85
TO 02 14 88

FEDERAL AID PROJECT NO.
IX-M-1720(5)

(*) Use Form FHWA - 1447 for Final Voucher for a project construction under certification acceptance or secondary road procedures (23 U. S. C. 117)

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENT	NET AMOUNT CLAIMED
(17	$995,108.61	$982,661.18	85.00%	$835,262.00	$835,262.00	0.00
(W32)	$165,548.75	$165,342.99	88.15%	$145,749.84	$145,749.84	0.00
(W32)	$1,000,519.48	$999,644.99	88.15%	$881,187.05	$881,187.05	0.00
( )						
( )						
	$2,161,176.84	$2,147,649.16		$1,862,198.89	$1,862,198.89	0.00

I certify that the costs shown in this voucher have been incurred in accordance wiht terms of project agreements; applicabel State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON STATE HIGHWAY DIVISION

DATE
2/13/92

SIGNATURE OF AUTHORIZED OFFICIAL
Donald C Aman
Don Aman, Manager

REMARKS

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

LANCASTER DR. N.E. LARDON RD. N.E. SECTION
SILVERTON ROAD
MARION COUNTY

CONSTRUCTION

TYPE CODE I000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY 177 725,625.95 W32 1,086,327.04	LUMP SUM	$1,811,951.99
SFO 4 Permanent Pavement Striping (State) 177 7,956.61 W32 43.69	All Require	8,000.30
SFO 9 REMOVE INS LIGHTS (MARION CO) 177	All Required	320.35
SFO 10 REMOVE INLET (MARION CO) 177 3,631.44 W32 315.77	ALL REQUIRED	3,947.21
TOTAL		$1,824,219.85

TYPE CODE Y030
ILLUMINATION

FINAL CONTRACT PAYMENT SUMMARY 177	LUMP SUM	$ 120,551.00
SFO 6 & 7 SIGNAL TEST AND TURN ON AND PROM AND PROGRAM 177 1,873.49 W32 424.76	All Required	2,298.25
TOTAL TYPE CODE Y030		$ 122,849.25
TOTAL PARTICIPATING PROJECT COST		$1,947,069.10

CONSTRUCTION ENGINEERING

STATE 120,973.04 (177) W32 77,613.58	ALL REQUIRED	$ 198,586.62
SFO 8 MARION CO 177 5,735.11 W32 159.43	ALL REQUIRED	5,894.54
MARION COUNTY	ALL REQUIRED	249.30

177 144.59 W32 104.71		
LIQUIDATED DAMAGES 177	LUMP SUM	(4,500.00)
TOTAL ENGINEERING COST		$200,230.46

MISCELLANEOUS PROJECT COST

Audits Costs 177	All Required	$ 349.60
TOTAL PARTICIPATING PROJECT COST		$2,147,649.16

NON-PARTICIPATING PROJECT COST

FINAL CONTRACT PAYMENT SUMMARY 177 10,588.00	ALL REQUIRED	10,588.00
Interest on Contract Payment 177 605.68 W32 438.60	All Required	1,044.28
Construction Engineering 177 1,253.74 W32 641.66	All Required	1,895.40
TOTAL NON PARTICIPATING PROJECT COST		$13,527.68
TOTAL PROJECT COSTS		$2,161,176.84

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-46		State OREGON
PROJECT REPORT NUMBER		County MARION
MODIFICATION NUMBER 4		Project Number IX-M-1720(5)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-10-90

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 29, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,218,673	$ 2,211,307
Federal funds	$ 1,077,000 847,356	$ 1,077,000 (W32) 835,262 (177)
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of MAY, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C

for Manager, Program Section
(Title)

~~By~~ FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Richard G. Fairbrother

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 7, 1990

Federal-Aid Project No. IX-M-1720(5)

Lancaster Drive NE-Lardon Road NE Section
Silverton Road
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 1+50 to Sta. 64+43)

Lump Sum Decrease	All Required	$	-14,228.00
SUBTOTAL as on previous est. of 10-16-86		$	1,877,612.05
	Engineering		215,038.95
	TOTAL	$	2,078,423.00

Type Code Y031
Traffic Signal (2 Locations)

TOTAL same as previous est. of 10-16-86	$	126,022.00

Length of Roadway ----------- 1.19 miles

Cost of Roadway Per Mile ---------- $1,746,573.95

Nonparticipating Work-County

TOTAL same as previous est. of 10-16-86	$	6,862.00

SUMMARY OF FUNDS

Type Code	Appn	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
1000	W32	88.15%	$ 1,221,782.00	$ 1,077,000.00	$ 72,391.00	$ 72,391.00
1000	177	85%	856,641.00	728,144.00	0.00	128,497.00
Y031	177	85%	126,022.00	107,118.00	0.00	18,904.00
Nonpartic.	000	0.00%	6,862.00	0.00	0.00	6,862.00
TOTAL			$ 2,211,307.00	$ 1,912,262.00	$ 72,391.00	$ 226,654.00

Contract No. 10,047
Prefix: C0047

DDB:pf

10,047

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10 - 543 + 544	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
PROJECT REPORT NUMBER	10-24-86	Project Number IX-M-1720(5)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 29, 19 85,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,234,858.00	$ 2,218,673.00
	692,000.00 (W32)	1,077,000.00 (W32)
Federal funds	$ 1,232,356.00 (177)	$ 847,356.00 (177)
Other revisions		

This modification is made for the following reasons:

To release $385,000 in appn code 177 funds and increase appn code W32 funds in a like amount as requested by Marion County

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Rulien

Manager, Program Section
(Title)

~~By~~ XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon October 16, 1986

Federal-Aid Project No. IX-M-1720(5)

Lancaster Dr. N.E. - Lardon Rd. N.E. Section
Silverton Road
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1+50 to Sta. 64+43)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
SFO 10 Drainage Improvements	All Required			All Required	$ 2,500.00	
					$ 2,500.00	
					Increase	$ 2,500.00
		Subtotal from Estimate of November 12, 1985				1,875,112.05
					Subtotal	$1,877,612.05
					Engineering	215,038.95
					Total	$2,092,651.00

Type Code Y031
Traffic Signals (2 locations)

Total same as previous estimate of December 3, 1985 $ 126,022.00

Length of Project ------------------- 1.191 miles
Cost of Roadway Per Mile ------------ $1,757,053.74

SUMMARY OF FUNDS

Description	Appn Code	Sub Job	Pro Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	W32	21	88.15%	$1,221,782.00	$1,077,000.00	$72,391.00	$ 72,391.00
Roadway	177	011	85.0%	870,869.00	740,238.00	---	130,631.00
Signals	177	011	85.0%	126,022.00	107,118.00	---	18,904.00
TOTAL				$2,218,673.00	$1,924,356.00	$72,391.00	$221,926.00

NONPARTICIPATING WORK

Single Mailbox Supports	Each	10	90.00	$ 900.00
Multiple Mailbox Supports	Each	23	230.00	5,290.00
Mailbox Concrete Collars	Each	24	28.00	672.00
				$6,862.00

Group 1 = 92%; Group 8 = 8%
Contract No. 10,047
Prefix: 324-1996 P.E.
Prefix: C10047

CPL:me

10,047

N

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-177+178	U.S. Department of Transportation Federal Highway Administration	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER		Project Number IX-1720(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on May 29, 1985,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,234,858	$ 2,234,858
Federal funds	692,000 (W32) $ 1,097,791 (177) 134,565 (580)	692,000 (W32) $ 1,232,356 (177)
Other revisions		

This modification is made for the following reasons: Credit 580
Debit 177

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24 th day of DEC, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon December 3, 1985

Federal-Aid Project No. IX-M-1720(5)

Lancaster Dr. N.E.-Lardon Rd. N.E. Section
Silverton Road
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1+50 to Sta. 64+43)

Total the same as previous estimate of Nov. 12, 1985 $2,089,712.00

Type Code Y031
Traffic Signals (2 Locations)

Total from estimate of May 24, 1985 $ 126,022.00

Length of Roadway	1.91 mi.
Cost of Roadway Per Mile	$1,754,585.22

Retain in Reserve

Illumination removal by P.G.E.	All Required	$ 2,000.00
Adjust Water Lines (City of Salem)	All Required	30,000.00
Temporary Signals	All Required	15,000.00
	Subtotal	$ 17,000.00
	Engineering	2,125.00
	Total	$ 19,125.00

Note: Utility Adjustments are under Project M-1720(1)

Adjust Water Lines (City of Salem) $ 30,000.00

SUMMARY OF FUNDS

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	W32	88.15%	$ 785,026.00	$ 692,000.00	$ 46,513.00	$ 46,513.00
Roadway	177	85.0%	1,304,685.00	1,108,982.00	---	195,703.00
Signals	177	85.0%	126,022.00	107,118.00	---	18,904.00
Subtotal			$2,215,733.00	$ 1,908,100.00	$ 46,513.00	$ 261,120.00
Reserve	177		19,125.00	16,256.00	---	2,869.00
Total			$2,234,858.00	$ 1,924,356.00	$ 46,513.00	$ 263,989.00

NONPARTICIPATING WORK

Single Mailbox Supports	Each	10	90.00	$ 900.00
Multiple Mailbox Supports	Each	23	230.00	5,290.00
Mailbox Concrete Collars	Each	24	28.00	672.00
				$ 6,862.00

Group 1: 92%; Group 8: 8%
Contract No. 10,047
Prefix: 324-1996 P.E.
Prefix: C10047

RHZ:bkb

10,047

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2069
MONTHLY TRANSACTION NUMBER 11-69		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	11-15-85	Project Number IX-M-1720(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 29, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,057,421	$ 2,234,858
Federal funds	1,097,791 $ 692,000	1,097,791 (177) $ 692,000 (W32) 134,565 (580)
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15 TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 12, 1985

FEDERAL AID PROJECT NO. IX-M-1720(5)

LANCASTER DR. N.E.-LARDON RD. N.E. SECTION
SILVERTON ROAD
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 1+50 TO STA. 64+43)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Subgrade (PA #4A)	$ 2.00			53,000	$106,000.00
Cement Treated Subgrade (PA #4B)	77.50			675	52,312.50
					$158,312.50

Increase	$ 158,312.50
Subtotal from estimate of May 24, 1985	1,716,799.55
Subtotal	$1,875,112.05
Engineering	214,599.95
Total	$2,089,712.00

TYPE CODE Y031
TRAFFIC SIGNALS (2 LOCATIONS)

Total from estimate of May 24, 1985	$ 126,022.00
Length of Roadway	1.91 mi.
Cost of Roadway Per Mile	$1,754,585.22

RETAIN IN RESERVE

Illumination removal by P.G.E.	All Required	$ 2,000.00
Adjust Water Lines (City of Salem)	All Required	30,000.00
Temporary Signals	All Required	15,000.00
	Subtotal	$ 17,000.00
	Engineering	2,125.00
	Total	$ 19,125.00

Note: Utility Adjustments are under Project M-1720(1)

Adjust Water Lines (City of Salem)	All Required	$ 30,000.00

SUMMARY OF FUNDS

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	580	85.0%	$ 158,312.00	$ 134,565.00	$ 11,873.50	$ 11,873.50
Roadway	W32	88.15%	785,026.00	692,000.00	46,513.00	46,513.00
Roadway	177	85.0%	1,146,373.00	974,417.00	---	171,956.00
Signals	177	85.0%	126,022.00	107,118.00	---	18,904.00
Subtotal			$ 2,215,733.00	$ 1,908,100.00	$ 58,386.50	$ 249,246.50
Reserve	177		19,125.00	16,256.00	---	2,869.00
Total			$ 2,234,858.00	$ 1,924,356.00	$ 58,386.50	$ 252,115.50

Group 1: 92%; Group 8: 8% (Appn W32)
Contract No. 10,047
Prefix: 324-1996 P.E.
Prefix: C10047

NONPARTICIPATING WORK

Single Mailbox Supports	Each	10	90.00	$ 900.00
Multiple Mailbox Supports	Each	23	230.00	5,290.00
Mailbox Concrete Collars	Each	24	28.00	672.00
				$ 6,862.00

RLC:bkb

15-17

STATE COPY

TO BE COMPLETED BY FHWA 6 9+10	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Marion PROJECT NO. IX-M-1720(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Lancaster Dr. N.E.-Lardon Rd. N.E. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-17-85	1.191

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,076,546.00	692,000.00 M32 $ 1,097,791.00 177

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 29 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 24, 1985

FEDERAL AID PROJECT NO. IX-M-1720(5)

LANCASTER DR. N.E.-LARDON RD. N.E. SECTION
SILVERTON ROAD
MARION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 1+50 to Sta. 64+43)

Mobilization	Lump Sum	All	Lump Sum	$ 180,915.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	7,600.00
Temporary Signs	Sq. Ft.	751	8.90	6,683.90
Temporary Barricades	Each	10	50.00	500.00
Temporary Plastic Safety Markers	Each	50	25.00	1,250.00
Flaggers	Hour	1,500	10.00	15,000.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	12,400.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	5,000.00
Ditch Excavation	Cu. Yd.	10	11.85	118.50
General Excavation	Cu. Yd.	29,044	4.00	116,176.00
Trench Excavation	Cu. Yd.	3,102	7.10	22,024.20
Watering	M-Gal.	150	15.00	2,250.00
Treated Base Mixture	Ton	40,000	7.90	316,000.00
Cement in Treated Base Mixture	Ton	2,200	66.00	145,200.00
Aggregate Base	Ton	7,500	6.50	48,750.00
Class "B" or "C" Asphalt Concrete Mixture	Ton	15,250	15.00	228,750.00
Asphalt Cement in Mixture	Ton	915	180.00	164,700.00
8-inch Culvert Pipe	Lin. Ft.	24	10.00	240.00
12-inch Culvert Pipe	Lin. Ft.	254	14.00	3,556.00
18-inch Culvert Pipe	Lin. Ft.	72	20.00	1,440.00
36-inch Culvert Pipe	Lin. Ft.	50	50.00	2,500.00
48-inch Culvert Pipe	Lin. Ft.	252	72.00	18,144.00
12-inch Storm Sewer Pipe	Lin. Ft.	2,508	14.00	35,112.00
15-inch Storm Sewer Pipe	Lin. Ft.	14	20.00	280.00
18-inch Storm Sewer Pipe	Lin. Ft.	3,422	16.00	54,752.00
21-inch Storm Sewer Pipe	Lin. Ft.	1,426	19.00	27,094.00
24-inch Storm Sewer Pipe	Lin. Ft.	24	21.00	504.00
48-inch Storm Sewer Pipe	Lin. Ft.	110	75.00	8,250.00
54-inch Storm Sewer Pipe	Lin. Ft.	26	100.00	2,600.00
Extra for Pipe Under Pavement	Lin. Ft.	22	30.00	660.00

Portland Cement Concrete in Sewers	Lin. Ft.	97	20.00	1,940.00
Bedding Material	Cu. Yd.	44	20.00	880.00
Concrete Manholes	Each	11	1,475.00	16,225.00
Special Concrete Manholes	Each	3	3,600.00	10,800.00
Concrete Inlets, Type CG-2	Each	37	375.00	13,875.00
Concrete Inlets, Type CG-3	Each	31	540.00	16,740.00
Concrete Inlets, Type D	Each	3	400.00	1,200.00
Type 2 Fence	Lin. Ft.	600	2.10	1,260.00
Concrete Walks	Sq. Yd.	5,225	10.75	56,168.75
Concrete Driveways	Sq. Yd.	1,946	13.18	25,648.28
Concrete Curbs	Lin. Ft.	12,991	3.12	40,531.92
Extra for Asphalt Approaches	Each	127	190.00	24,130.00
Asphalt Slope Paving	Sq. Yd.	700	8.29	5,803.00
Delineators, Type 2	Each	27	20.00	540.00
Adjusting Manholes	Each	27	250.00	6,750.00
Seeding, Fertilizing and Mulching	Acre	1	799.00	799.00
SIGNING				
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	200.00
Wood Sign Posts	Lump Sum	All	Lump Sum	3,900.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	4,800.00
Type "C" and "D" Signs in Place	Sq. Ft.	450	6.50	2,925.00
Type "C" Modified Signs in Place	Sq. Ft.	24	6.50	156.00
Type "EE" Signs in Place	Sq. Ft.	88	8.50	748.00
Type "I" Signs in Place	Sq. Ft.	32	15.00	480.00
Type "T" Signs in Place	Sq. Ft.	45	10.00	450.00
Type "U" Signs in Place	Sq. Ft.	280	15.50	4,200.00
Mono-Directional Crystal Type I Markers	Each	1,200	2.90	3,480.00
Bi-Directional Yellow Type I Markers	Each	500	3.40	1,700.00
White Type II Markers	Each	800	3.40	2,720.00
ILLUMINATION				
Pole Foundations	Lump Sum	All	Lump Sum	1,500.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	4,500.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	2,100.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	900.00
BUILDINGS				
Middle Grove School Ventilation System	Lump Sum	All	Lump Sum	26,800.00
				$1,713,299.55

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,500.00
Bikeway Striping & Legend	All Required	1,000.00
		$ 3,500.00
	SUBTOTAL	$1,716,799.55
	Engineering	214,599.45
	TOTAL	$1,931,399.00

TYPE CODE Y031
TRAFFIC SIGNALS (2 LOCATIONS)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 81,670.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	10,100.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	15,000.00
				$ 106,770.00

ANTICIPATED ITEMS

State Furnished Prom & Program	All Required	$ 1,400.00
Signal Controller Testing	All Required	3,850.00
		$ 5,250.00
	SUBTOTAL	$ 112,020.00
	Engineering	14,002.00
	TOTAL	$ 126,022.00

Length of Roadway ------------------------- 1.191 miles
Cost of Roadway Per Mile ------------------ $1,621,661.62

RETAIN IN RESERVE

Illumination Removal by P.G.E.	All Required	$ 2,000.00
Adjust Water Lines (City of Salem)	All Required	30,000.00
Temporary Signals	All Required	15,000.00
	SUBTOTAL	$ 17,000.00
	Engineering	2,125.00
	TOTAL	$ 19,125.00

Note: Utility Adjustments are under Project M-1720(1)
Adjust Water Lines (City of Salem) All Required $ 30,000.00

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CO. FUNDS
Roadway	W32	88.15%	$ 785,026.00	$ 692,000.00	$46,513.00	$ 46,513.00
Roadway	177	85.0%	1,146,373.00	974,417.00	---	171,956.00
Signals	177	85.0%	126,022.00	107,118.00	---	18,904.00
SUBTOTAL			$2,057,421.00	$1,773,535.00	$46,513.00	$237,373.00
Reserve	177	85.0%	19,125.00	16,256.00	---	2,869.00
TOTAL			$2,076,546.00	$1,789,791.00	$46,513.00	$240,242.00

Group 1: 92%; Group 8: 8% (Appn W32)
Contract No. 10,047
Prefix: 324-1996 P.E.
Prefix: 324-1011

NONPARTICIPATING WORK

Single Mailbox Supports	Each	10	90.00	$ 900.00
Multiple Mailbox Supports	Each	23	230.00	5,290.00
Mailbox Concrete Collars	Each	24	28.00	672.00
				$ 6,862.00
				$225.00

CPL:pf

Section Lancaster Dr. N.E. - Lardon Rd. N.E. (Salem) Programming Estimate $ 1,800,000

Highway FAU 1720 (Silverton Rd. N.E.) Project Length 1.20 miles

County Marion Completion Time All middle Grove School work by 8-31-85 / All work except ~~Illum. & Traffic Sg. 140 C.D.~~ All work 200 C.D.

Kind of Work Grading, Paving, Signing, Illumination ~~and~~ Signals Est. Comp. Date Dec. 19, 1985

Prefix 324-1996-921 Letting Date May 9, 1985 Project No. IX-M-1720 (5)

Rev. 4-4-85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 1,842,908^{00}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2500^{00}	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished PROM & Program	1400^{00}	
Roadside Seeding & Mulching		$ 40,750
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	3850^{00}	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend	1000^{00}	
ILLUMINATION REMOVAL BY P.G.E.	2000^{00}	
WATER LINES CITY of SALEM	30,000^{00}	
Adjust Utilities:		
Subtotal		$ 1,883,658^{00}
Contingencies (4-1/2%)		84,764^{61}
Engineering [✓ 8], 9, 10%)		150,692^{64}
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 2,119,115^{25}

cc: Rick Sjolander

APPROVED

4/4/85
4/25 [illegible]

Rec'd 4-5-86
G

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Lancaster Dr. N.E. - Lardon Rd. N.E. (Salem)		COUNTY Marion	SHEET 1 OF 9
KIND OF WORK Grading, Paving, Signing, Illumination and Signals	KEY NUMBER	LENGTH 1.2 Miles | DATE 3-26-85	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	–	96,000.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	–	19,050.00
	Temporary Signs		Sq. Ft.	751	6.00	4506.00
	Temporary Barricades		Each	10	70.00	700.00
	Temporary Plastic Safety Markers		Each	50	50.00	2500.00
	Flaggers		Hour	1500	15.00	22,500.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	–	2500.00
	Removal of Structures and Obstructions		Lump Sum	All	–	2400.00
	Ditch Excavation		Cu. Yd.	10	12.00	120.00
	General Excavation		Cu. Yd.	29,044	4.00	116,176.00
	Trench Excavation		Cu. Yd.	3102	5.00	15,510.00
	Watering		M-Gal.	150	10.00	1500.00
	Treated Base Mixture		Ton	40,000	8.00	320,000.00
	Cement in Treated Base Mixture		Ton	2200	80.00	176,000.00
	Aggregate Base		Ton	7500	6.75	50,625.00
	Class "B" or "C" Asphalt Concrete Mixture		Ton	15,250	14.50	221,125.00
	Asphalt Cement in Mixture		Ton	915	178.00	162,870.00

REV. 4-4-85

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Lancaster Dr. N.E.–Lardon Rd. N.E. (Salem)

COUNTY Marion

SHEET 2 OF 4

KIND OF WORK Grading, Paving, Signing, Illumination and Signals

KEY NUMBER

LENGTH 1.2 Miles

DATE 3-26-85

NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	8-inch Culvert Pipe		Lin.Ft.	24	10.00	240.00
	12-inch Culvert Pipe		Lin.Ft.	254	10.00	2540.00
	18-inch Culvert Pipe		Lin.Ft.	72	18.00	1296.00
	36-inch Culvert Pipe		Lin.Ft.	50	36.00	1800.00
	48-inch Culvert Pipe		Lin.Ft.	252	45.00	11,340.00
	12-inch Storm Sewer Pipe		Lin.Ft.	2508	11.00	27,588.00
	15-inch Storm Sewer Pipe		Lin.Ft.	14	25.00	350.00
x	18-inch Storm Sewer Pipe		Lin.Ft.	3422	18.00	61,596.00
	21-inch Storm Sewer Pipe		Lin.Ft.	1426	25.00	35,650.00
	24-inch Storm Sewer Pipe		Lin.Ft.	24	30.00	720.00
	48-inch Storm Sewer Pipe		Lin.Ft.	110	50.00	5500.00
	54-inch Storm Sewer Pipe		Lin.Ft.	26	75.00	1950.00
	Extra for Pipe Under Pavement		Lin.Ft.	22	15.00	330.00
	Portland Cement Concrete in Sewers		Lin.Ft.	97	15.00	1455.00
	Bedding Material		Cu.Yd.	44	15.00	660.00
	Concrete Manholes		Each	11	2100.00	23,100.00
	Special Concrete Manholes		Each	3	2200.00	6600.00
x	Concrete Inlets, Type CG-2		Each	37	400.00	14,800.00
	Concrete Inlets, Type CG-3		Each	31	450.00	13,950.00
	Concrete Inlets, Type D		Each	3	350.00	1050.00
	Type 2 Fence		Lin.Ft.	600	4.00	2400.00
	Concrete Walks		Sq.Yd.	5225	10.00	52,250.00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Lancaster Dr. N.E. - Lardon Rd. N.E. (Salem)	COUNTY Marion	SHEET 3	OF 4
KIND OF WORK Grading, Paving, Signing, Illumination and Signals	KEY NUMBER	LENGTH 1.2 Miles	DATE 3-26-85
		NAME Vincent	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Driveways		Sq. Yd.	1946	16.00	31,136.00
	Concrete Curbs		Lin. Ft.	12,991	4.00	51,964.00
	Extra for Asphalt Approaches		Each	127	100.00	12,700.00
	Extra for Asphalt Slope Paving		Sq. Yd.	700	10.00	7000.00
	Delineators, Type 2		Each	27	20.00	540.00
	Adjusting Manholes		Each	27	200.00	5400.00
	Multiple Mailbox Supports		Each	1	175.00	175.00
	Mailbox Concrete Collors		Each	1	50.00	50.00
	Seeding, Fertilizing and Mulching		Acre	1	1000.00	1000.00
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	2500.00
	Wood Sign Posts		Lump Sum	All	—	10,000.00
	Signal Pole Mounts		Lump Sum	All	—	3920.00
	Type "C" and "D" Signs in Place		Sq. Ft.	450	9.00	4050.00
	Type "C" Modified Signs in Place		Sq. Ft.	24	14.00	336.00
	Type "EE" Signs in Place		Sq. Ft.	88	10.00	880.00
	Type "I" Signs in Place		Sq. Ft.	32	13.00	416.00
	Type "T" Signs in Place		Sq. Ft.	45	14.00	630.00
	Type "U" Signs in Place		Sq. Ft.	280	13.50	3780.00
	Mono-Directional Crystal Type I Markers		Each	1200	3.00	3600.00
	Bi-Directional Yellow Type I Markers		Each	500	4.00	2000.00
	White Type II Markers		Each	800	2.00	1600.00

734-1736 (REV. 2-84)

Rev. 4-4-85

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION: Lancaster Dr. N.E. - Lardon Rd. N.E. (Salem)
COUNTY: Marion
SHEET 4 OF 4
KIND OF WORK: Grading, Paving, Signing, I
KEY NUMBER:
LENGTH: 1.2 Miles
DATE: 3-26-85
NAME: Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	ILLUMINATION					
	Pole Foundations		Lump Sum	All	–	1400^{00}
	Roadway Lighting Poles and Arms		Lump Sum	All	–	3250^{00}
	Luminaires, Lamps and Ballasts		Lump Sum	All	–	2680^{00}
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	–	1500^{00}
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	–	144,538^{00}
	Fire Preemption System, Complete		Lump Sum	All	–	11,340^{00}
	Model 170 Controller Equipment, Complete		Lump Sum	All	–	28,000^{00}
	BUILDINGS					
	Middle Grove School					
	Ventilation System		Lump Sum	All	–	25,275^{00}
						\$1,842,908^{00}-

734-1736 (REV. 2-84)

12,047

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S. _ VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

PAID BY
(For use of Paying Office)

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 04 17 85
TO 02 14 88

FEDERAL AID PROJECT NO.
IX M 1720 (5)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
165,548.75	165,342.99	88.15	145,749.84	145,749.84	
995,108.61	982,661.18	88.15	866,215.83	866,215.83	
1,000,519.48	999,644.99	88.15	881,187.05	881,187.05	
$2,161,176.84	$2,147,649.16	88.15	1,893,152.72	1,893,152.72	

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE

SIGNATURE OF AUTHORIZED OFFICIAL
Diane Galida
~~ASSISTANT CONTROLLER~~

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

LANCASTER DR. N.E. LARDON RD. N.E. SECTION
SILVERTON ROAD
MARION COUNTY

CONSTRUCTION

TYPE CODE I000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY 177 725,625.95 W32 1,086,327.04	LUMP SUM	$1,811,951.99
SFO 4 Permanent Pavement Striping (State) 177 7,956.61 W32 43.69	All Require	8,000.30
SFO 9 REMOVE INS LIGHTS (MARION CO) 177	All Required	320.35
SFO 10 REMOVE INLET (MARION CO) 177 3,631.44 W32 315.77	ALL REQUIRED	3,947.21
TOTAL		$1,824,219.85

TYPE CODE Y030
ILLUMINATION

FINAL CONTRACT PAYMENT SUMMARY 177	LUMP SUM	$ 12[illegible]
SFO 6 & 7 SIGNAL TEST AND TURN ON AND PROM AND PROGRAM 177 1,873.49 W32 424.76	All Required	2,298.2[illegible]
TOTAL TYPE CODE Y030		$ 122,849.25
TOTAL PARTICIPATING PROJECT COST		$1,947,069.10

CONSTRUCTION ENGINEERING

STATE 117 120,973.04 W32 77,613.58	ALL REQUIRED	$ 198,586.62
SFO 8 MARION CO 177 5,735.11 W32 159.43.	ALL REQUIRED	5,894.54
MARION COUNTY	ALL REQUIRED	249.30

177 144.59 W32 104.71		
LIQUIDATED DAMAGES 177	LUMP SUM	(4,500.00)
TOTAL ENGINEERING COST		$200,230.46

MISCELLANEOUS PROJECT COST

Audits Costs 177	All Required	$ 349.60
TOTAL PARTICIPATING PROJECT COST		$2,147,649.16

NON-PARTICIPATING PROJECT COST

FINAL CONTRACT PAYMENT SUMMARY 177 10,588.00	ALL REQUIRED	10,588.00
Interest on Contract Payment 177 605.68 W32 438.60	All Required	1,044.28
Construction Engineering 177 1,253.74 W32 641.66	All Required	1,895.40
TOTAL NON PARTICIPATING PROJECT COST		$13,527.68
TOTAL PROJECT COSTS		$2,161,176.84

REQUIRED AUDITS CONDUCTED, ANY NECESSARY ADJUSTMENTS HAVE BEEN MADE.

IX 1720 (5)

10,047

November 18, 1987

CON 5 - 10,047

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 10,047 awarded to Comco Const. Co., Ore. Ltd. dba Salem Road and Driveway Co. for work on the Lancaster Drive NE-Lardon Road NE (Salem) Section of FAU 1720 (Silverton Road NE) in Marion County was completed on March 9, 1987, and accepted by the State Highway Division on November 12, 1987.

Final payment in the amount of $2,751.04 will be released to the contractor after November 23, 1987. The total contract amount is $1,938,590.99 including $5,773.87 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Comco Const. Co. Ore. Ltd.
dba Salem Road and Driveway Co.
P. O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Bill Anhorn

10,047

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10047

TO: Commission Services

DATE: November 12, 1987

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10047, On Site Work Substantially Completed May 21, 1986

All Work Completed March 9, 1987

Project Lancaster Dr. NE-Lardon Rd. NE (Salem)

Highway FAU 1720 (Silverton Rd. NE)

County Marion

Type of Work Various

Contractor COMCO Const. Co., Ore. Ltd. dba Salem Road & Driveway

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
NOV 16 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Surety letter
written 11-18-87

10,047

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 2/17/76

TO 4/16/85

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

XX☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-1720(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
W32	67,222.88	67,222.88	.858	57,677.23	57,677.23	-0-
W32	186,275.98	184,400.50	.858	158,215.63	158,215.63	-0-
	253,498.86	251,623.38	.858	215,892.86	215,892.86	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

Oregon

DATE

6/02/87

SIGNATURE OF AUTHORIZED OFFICIAL

Douglas K

Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

~~0.00~~

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LANCASTER DRIVE - WALKER ROAD SECTION COUNTY ROAD IN MARION COUNTY					
	Preliminary Engineering Type Code P.E.					
SFO #1	Patholing buried telephone cable (Pacific Northwest Telephone Co.)	All Required			$ 464.00	
	Work by Marion County	All Required			5,540.19	
	State	All Required			174,327.59	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$180,331.78**	
	Type Code Y060 Utility Adjustments					
SFO #1	Adjustment and relocation of buried telephone cable facilities. (Pacific Northwest Bell)	All Required			$ 11,015.00	
SFO #2	Adjust four fire hydrants, 16 water valves, water line and service lines (City of Salem)	All Required			28,580.78	
SFO #3	Relocate 8-inch water main and appurtances to accommodate the construction.	All Required			26,332.14	
	TOTAL PARTICIPATING TYPE CODE Y060				**$ 65,927.92**	
	Construction Engineering					
	State	All Required			$ 199.11	
	Misc. Project Cost					
	Audit Expense (Internal Audit Cost)	All Required			$ 3,581.16	
	Audit Expense	All Required			1,583.41	
	TOTAL MISC. PROJECT COST				**$ 5,164.57**	
	TOTAL PARTICIPATING PROJECT COST				**$251,623.38**	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			$ 1,875.48	
	TOTAL PROJECT COST				**$253,498.86**	
	Marion County was paid .60 short on Audit #242 dated 4/21/86 by Matt Christen.					
	Prepared based on Participating Cost as shown on the Federal Billing as of 4/23/87.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE		
	324	1991	909	00	P 1					50.40		
	324	1991	910	00	P 1					17.85		
	324	1991	915	00	P 1			527.23		527.23		
	324	1991	920	00	P 1					[illegible]		
			TOT		P1			537.14		1,596.32		
			** JOB TOTALS **				**	537.14	**	1,596.32	**	
LANCASTR DR-CORDON RT FAUS147 CONT NO			* FA PROJ NOS M		1720001 100							STATE
	324	1996	296	00	N 9	9,438.00				83,231.00CR		
	324	1996	297	00	N 9					3,255.00		
	324	1996	298	00						1,601.08		
	324	1996	298	00	N 9	9,438.00CR				78,874.92		
	324	1996	901	00	P 1			16,025.07		59,818.97		
	324	1996	901	00	N 1			233.00		1,789.42		
	324	1996	901	01	P 1					464.00		
	324	1996	902	00	P 1					165.0[illegible]		
	324	1996	903	00	P 1					3,047.27		
	324	1996	904	00	P 1					46.36		
	324	1996	905	00	P 1	33.00		12,400.23		25,264.31		
	324	1996	906	00	P 1			8,111.60		8,111.60		
	324	1996	907	00	P 1			56.59		5,[illegible].12		
	324	1996	909	00	P 1			1,561.10		26,230.38		
	324	1996	910	00	P 1					2,436.59		
	324	1996	911	00	P 1	3.60		8,070.48		8,383.16		
	324	1996	913	00	P 1			4.20		4,955.58		
	324	1996	913	00	N 1					36.06		
	324	1996	914	00	P 1			1,108.23		2,610.81		
	324	1996	917	00	P 1					472.96		
	324	1996	918	00	P 1					2,143.29		
	324	199	920	00	P 1			263.71		3,447.04		
	324	1996	921	00	P 1	1,185.10		6,403.6[illegible]		6,403.6[illegible]		
	324	1996	922	00	P 1			3.91		26.71		
	324	1996	923	00	P 1			150.44		8,76[illegible].90		
	324	1996	924	00	P 1					20.08		
	324	1996	932	00	P 1			299.02		392.01		
	324	1996	933	00	P 1					2,604.06		
	324	1996	937	00	P 1			89.03		[illegible].02		
	324	1996	950	00	P 1			345.92		3,428.66		
	324	1996	980	00	P 1					3,749.56		
			TOT		C0					1,601.08		
			TOT		P1	1,221.70		54,899.20		178,670.48		
			TOT		N1			233.00		1,525.48		
			TOT		N9					1,601.08CR		
			** JOB TOTALS **			1,221.70	**	55,132.20	**	180,545.96	**	
CROIS[illegible] CR(GOLF COURSE) BR CONT NO			* FA PROJ NOS		BPOS2403002 100							STATE
	324	1997	295	00	N 9					751.54		

```
                          JOB COST SUMMARY RUN ON
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 06/20/87

                                             CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL   NUMBER  FIELD          MONTH            DATE
--          ------  --------  ----------   ------  -----         -------       ----------
C3241012 000                  336          2041    SF03                          -1,968.97
OBJ-DETAIL 336                                                                   -1,968.97

ACTIVITY                                                                         -1,968.97 SU

C3241012 000        010       001          0521                                      10.09
OBJ-DETAIL 001                                                                       10.09

ACTIVITY    010                                                                      10.09 SU

C3241012 000        920       001          0631                                      37.06
OBJ-DETAIL 001                                                                       37.06

ACTIVITY    920                                                                      37.06 SU

SUB-JOB     000 SUBTOTAL                                                         -1,921.82

C3241012 011                  194          0100                                      20.50
OBJ-DETAIL 194                                                                       20.50

C3241012 011                  199          0100
C3241012 011                  199          0530                                       9.77
OBJ-DETAIL 199                                                                        9.77

C3241012 011                  336          2041    SF02                          28,580.78
C3241012 011                  336          2041    SF03                          28,301.11
C3241012 011                  336          7783                                  11,015.00
OBJ-DETAIL 336                                                                   67,896.89

ACTIVITY                                                                         67,927.16 SU

C3241012 011        050       001          0500                                   1,095.85
OBJ-DETAIL 001                                                                    1,095.85

ACTIVITY    050                                                                   1,095.85 SU

C3241012 011        900       504          0100                                     111.60
OBJ-DETAIL 504                                                                      111.60

ACTIVITY    900                                                                     111.60 SU

C3241012 011        990       001          0521                                      10.09
OBJ-DETAIL 001                                                                       10.09


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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N ON
L CREW-NUMBER
LOADED
06/20/87

          CURRENT        BALANCE TO
           MONTH            DATE
          -------        ----------
                          -1,968.97
                          -1,968.97

                          -1,968.97 SUBTOTAL

                              10.09
                              10.09

                              10.09 SUBTOTAL

                              37.06
                              37.06

                              37.06 SUBTOTAL

                          -1,921.82

                              20.50
                              20.50

                               9.77
                               9.77

                          28,580.78
                          28,301.11
                          11,015.00
                          67,896.89

                          67,927.16 SUBTOTAL

                           1,095.85
                           1,095.85

                           1,095.85 SUBTOTAL

                             111.60
                             111.60

                             111.60 SUBTOTAL

                              10.09
                              10.09
                              JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/20/87

                                                CREW    MSA            CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--          ------ -------- ---------- ------ -----          -------       ----------
ACTIVITY     990                                                                  10.09 SUB

SUB-JOB      011 SUBTOTAL                                                      69,144.70

EA           C3241012 TOTAL                                                    67,222.88


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
 ON
L CREW-NUMBER
LOADED
06/20/87

    CURRENT      BALANCE TO
     MONTH          DATE
    -------      ----------
                      10.09 SUBTOTAL

                  69,144.70

                  67,222.88
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PAGE   157

                             JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/20/87

                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--       ------ -------- ---------- ------ -----        -------       ----------
C3241996 010                        0100                                1,875.48 **
OBJ-DETAIL                                                              1,875.48

ACTIVITY                                                                1,875.48 SU

SUB-JOB     010 SUBTOTAL                                                1,875.48

C3241996 011                        0100                              178,670.48 **
OBJ-DETAIL                                                            178,670.48

C3241996 011             341        2060                                2,492.92
OBJ-DETAIL 341                                                          2,492.92

C3241996 011             507        0521                                3,581.16
OBJ-DETAIL 507                                                          3,581.16

ACTIVITY                                                              184,744.56 SU

C3241996 011    050      001        0500                  88.65           487.56
OBJ-DETAIL 001                                            88.65           487.56

ACTIVITY    050                                           88.65           487.56 SU

C3241996 011    900      001        8045                                 -248.40
OBJ-DETAIL 001                                                           -248.40

C3241996 011    900      150        8045                                     .40
OBJ-DETAIL 150                                                               .40

C3241996 011    900      550        8045                                   -9.00
OBJ-DETAIL 550                                                             -9.00

ACTIVITY    900                                                          -257.00 SU

C3241996 011    905      001        7300                                 -148.54
OBJ-DETAIL 001                                                           -148.54

ACTIVITY    905                                                          -148.54 SU

C3241996 011    911      001        7600                                 -292.95
OBJ-DETAIL 001                                                           -292.95

C3241996 011    911      504        0521                                   -3.60

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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 ON
L CREW-NUMBER
LOADED
06/20/87

        CURRENT       BALANCE TO
         MONTH           DATE
        -------       ----------
                        1,875.48 ***
                        1,875.48

                        1,875.48 SUBTOTAL

                        1,875.48

                      178,670.48 ***
                      178,670.48

                        2,492.92
                        2,492.92

                        3,581.16
                        3,581.16

                      184,744.56 SUBTOTAL

          88.65           487.56
          88.65           487.56

          88.65           487.56 SUBTOTAL

                         -248.40
                         -248.40

                             .40
                             .40

                           -9.00
                           -9.00

                         -257.00 SUBTOTAL

                         -148.54
                         -148.54

                         -148.54 SUBTOTAL

                         -292.95
                         -292.95

                           -3.60

S
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                            JOB COST SUMMARY RUN ON
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 504                                                           -3.60

ACTIVITY   911                                                         -296.55

C3241996 011    914      001        7700                                -63.72
OBJ-DETAIL 001                                                          -63.72

ACTIVITY   914                                                          -63.72

C3241996 011    920      001        0631
OBJ-DETAIL 001

ACTIVITY   920

C3241996 011    921      001        7200                                -65.81
OBJ-DETAIL 001                                                          -65.81

ACTIVITY   921                                                          -65.81

SUB-JOB    011 SUBTOTAL                                   88.65      184,400.50

EA         C3241996 TOTAL                                 88.65      186,275.98



*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
N ON
L CREW-NUMBER
 LOADED
 06/20/87

        CURRENT         BALANCE TO
D        MONTH             DATE
        -------         ----------
                             -3.60

                           -296.55 SUBTOTAL

                            -63.72
                            -63.72

                            -63.72 SUBTOTAL



                                   SUBTOTAL

                            -65.81
                            -65.81

                            -65.81 SUBTOTAL
          88.65         184,400.50

          88.65         186,275.98
```

10,047

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, ATTN Gary Zehner
PROGRAM SECTION

DATE: September 5, 1986

SUBJECT: Silverton Road Funding Transfers

Attached is a letter from Marion County requesting a funding transfer for the Silverton Road (Lancaster Drive to Lardon Road) project. The County request would transfer $385,000 of Federal Aid Urban Funds to the Silverton Road project, and unobligate the same amount of Federal Aid Interstate Transfer Funds for the future Keubler/Cordon Road project.

This request has been approved by the Salem Area Transportation Study Coordinating Committee. Please review the request and forward to the appropriate parties for approval.

Richard T. Sjolander
REGION FEDERAL AID SPECIALIST

RTS/kjp

Attachment

cc: File w/attachment

0904K7

cc: Cliff Laux
Please make adjustment
requested by County.
Z

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 08 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

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ROBERT J. HANSEN, DIRECTOR
ENGINEERING (503) 588-5036
INSPECTION & SURVEYING
(503) 588-5325
SOLID WASTE 503) 588-5036

MARION COUNTY
DEPARTMENT OF PUBLIC WORKS
300 Senator Building, 220 High St. N.E., Salem, Oregon 97301-3670

August 29, 1986

Richard Sjolander
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State Street
Salem, Oregon 97310

RE: Silverton Road
Lancaster Dr to Lardon Rd
Section

Dear Rick:

Please have Oregon Department of Transportation (ODOT) Programming Section make the transfer of the obligations of $385,000, per the attached Salem Area Transportation Study (SATS) Transportation Improvement Program (TIP) amendment. If you have any questions, please contact me.

Sincerely,

Byron D Meadows
Byron D. Meadows
Senior Civil Engineer

BDM:dc

Attachment

cc: Richard Schmid

0829rsosh.bdm

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RESOLUTION 86-2

RESOLUTION AMENDING THE 1986-1990 TRANSPORTATION IMPROVEMENT PROGRAM AND ANNUAL ELEMENT OF THE SALEM AREA TRANSPORTATION STUDY

WHEREAS, the Mid Willamette Valley Council of Governments has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Salem Urban Area; and

WHEREAS, the Coordinating Committee of the Salem Area Transportation Study is authorized by Resolution of the Mid Willamette Valley Council of Governments to act on its behalf in all administrative matters relating to transportation planning; and

WHEREAS, it is the responsibility of the member governments to identify transportation projects for inclusion in the Annual Element and the Five-Year Plan of the SATS Transportation Improvement Program; and

WHEREAS, Marion County has requested a revision in funding sources for the Silverton Road project to schedule all available FAU Funds,, save those necessary to cover the 1986-87 Alternative Modes Program, for obligation to Silverton Road (Lancaster Drive-Lardon Road). A like amount of FAIX Funds should be unobligated from Silverton Road and scheduled for the Kuebler-Cordon Connection.

WHEREAS, the Cities of Salem and Keizer; Marion and Polk Counties; and the Salem Area Mass Transit District have endorsed this amendment;

NOW THEREFORE, BE IT RESOLVED BY THE COORDINATING COMMITTEE OF THE SALEM AREA TRANSPORTATION STUDY:

THAT the Coordinating Committee hereby amends the 1986-1990 Transportation Improvement Program and its Annual Element as follows:

SCHEDULE OF TRANSPORTATION PROJECTS
SALEM AREA TRANSPORTATION STUDY
FY 86-90

NUMBER	PROJECT	FUNDING SOURCE	IMPLEMENTING AGENCY	FY 86 COST	FY 86 ACTIVITY	FY 87 COST	FY 87 ACTIVITY	FY 88 COST	FY 88 ACTIVITY	FY 89 COST	FY 89 ACTIVITY	FY 90 COST	FY 90 ACTIVITY
1.0	STREETS AND HIGHWAYS												
1.3.7	Kuebler-Cordon Connection	FAIX FAU	Salem/ Marion	700,000	ROW	7,385,000 953,224	C C	72,420	C				
1.4.2	Silverton Road	FAU	Marion	385,000	C								

ADOPTED by the Coordinating Committee of the Salem Area Transportation Study on the 28th day of May 1986.

May 28, 1986
Date

Robert E Royer
Robert Royer, Vice-Chairperson
Salem Area Transportation Study
Coordinating Committee

10,147

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-1720(5)
2. STATE PROJECT NO.
2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30155

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 14 '87
REF TO
Potter

7. DATE AUTHORIZATION EFFECTIVE June 23, 1986
8. FEDERAL ROUTE NUMBER FAU 1720
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lancaster Drive N. E. - Lardon Rd. N. E. (Salem)

11. GENERAL DESCRIPTION OF WORK

Perform drainage improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/23/86 as requested in Mr. Fredrickson's letter of 7/23/87 as being cost effective for the use of Marion County forces to proceed with the above work.

State Force Order No. 10 Supplemental is approved to a TEC of $3,825; Federal Funds $3,251.

14. DATE 8/10/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-1720(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
AUG 8 '86
REFER TO
Potter
FOR
Info | Invest | R/D

7. DATE AUTHORIZATION EFFECTIVE June 23, 1986

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lancaster Drive - Lardon Road N. E. (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Drainage improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/23/86 as requested in Mr. Fredrickson's letter of 7/28/86 as being cost effective for the use of Marion County forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $2,500;
Federal Funds $2,125.

14. DATE 8/7/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,047

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10047

DATE: July 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-M-1720(5)

Contract 10047, Work Completed May 21, 1986

Project Lancaster Dr. NE-Lardon Road NE (Salem)

Highway FAU 1720 (Silverton Road NE)

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6/26/86

Christianson

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 7 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

NOTED
LARRY RULIEN

RECEIVED
JUL 29 1986
OREGON DIVISION

CPC/FL4

734-2023 (2-85)

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

RECEIVED
STATE HWY ENGR
JUL 8 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 7, 1986

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lancaster Drive N. E. - Lardon Road (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-10-86, you are authorized to proceed with all phases of Right-of-Way acquisition for Files 55365 thru 55375 as shown on Right-of-Way Map 9B-17-22 at a TEC of $10,250 Federal Funds $9,035.

Authorization subject to the condition that upon completion of the acquisition a statement is provided to this office certifying that Right-of-Way has been acquired in accordance with current FHWA directives.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

14. DATE 7/7/86

15. SIGNATURE OF APPROVING OFFICIAL John N Weichman

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10227

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 10, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Request for Authorization to Proceed
with Acquisition of Right-of-way
Item No. 30155
Project No. M-1720(3)
Lancaster Dr. NE-Lardon Road NE (Salem) Section
County Road
Marion County
File Nos. 55365 through 55375

I request your authorization to proceed with the actual acquisition of the right-of-way, all phases, at an estimated total cost of $10,250 with an obligation of $9,035 in federal funds. The parcels to be acquired are as outlined in red on the enclosed copy of right-of-way map No. 9B-17-22.

Enclosed are copies of a modification of project agreement (PR-2A) and a revised project agreement estimate for the subject project.

RDF:bkb
Enc.
cc: W.G. Anhorn, Reg. 2
Don Aman
General Files ✓

Form 734-3122

10,047

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

CON 5
10047

TO: H. H. Patterson
Construction Office Engineer

DATE: June 4, 1986

FROM: B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 10047, Work Completed May 21, 1986

Project Lancaster Dr. N.E.-Lardon Rd. N.E. (Salem)

Highway FAU 1720 (Silverton Road N.E.)

County Marion

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date Charles F. Hemenway
11-03-87

Construction Office Manager

BMW:11

Info. Copies To:

J. B. Boyd
Dave Canfield
Don Harwell ✓
[redacted] Bill Quinn
[redacted] George Strawn
Don Wackerbarth
[redacted] Mike Augden
William Anhorn

CPC/FM1

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
NOV 04 1987
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

6 wks

STATE OF OREGON INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: June 2, 1986

FROM: Donald C Aman
Don Aman, Condemnation/
Federal-Aid Coordinator

SUBJECT:
Lancaster Dr.-Lardon Rd.
Silverton Road
Marion County
M-1720(3)

We have received 11 additional files on the above project that is currently under contract.The acquisition of this right-of-way is estimated at $10,250 and does not require a relocation and moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 55365 through 55375 as shown on six sections of map 9B-17-22.

DA:da

attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 3 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

100-7 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-1720(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
JUN -3 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE August 16, 1985

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lancaster Drive - Lardon Road N. E. (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Remove existing illumination & installation of high pressure sodium vapor luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/16/85 as requested in Mr. Fredrickson's letter of 5/28/86 as being cost effective for the use of Marion County forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $2,500;
Federal Funds $2,125.

14. DATE 6/2/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10, [illegible] 7

5-12-86
6

Lancaster - Lardon Rd., Silverton Rd.

	TOTAL	FF
P.E.	187,950	161,261
Utility Adj.	69,434	59,574*
	$257,384	$220,835
R/W	644,000	567,686
Additional needed (Don Aman) Minor adjustments for S. Walk.	10,000	8,880
	(FAU)	
Const.	785,025	692,000

$75,124 (1x) 63,855 (FAU $66,109)
Construction 98% complete - ~~no~~ additional antic. costs above Net const. Auth. $2.118,016.

Check w/Construction (5-12-86) → $2,193,140
Leo Franklin 84[illegible] FAU 1,929,963 (3.25 years)
- 692,000
1,237,963 (2.09 years)

Increases This Fiscal Year -

PE Silverton Road + $115,000±
R/W " " + 21,000±

Decrease in FAU Alloc. Gramm-Rudman - $32,000±

Reduction in Oblig. Balance - $169,000±

FY 86 ANTICIPATED OBLIGATIONS -
Alternate Modes - 7-1-86 $40,000*
R/W Silverton Rd. 8,800±

SUGGESTED AGENDA

A. STATUS OF RESTRICTIONS ON FEDERAL HIGHWAY AID

✓1. Gramm/Rudman Reductions - Projection next year

✓2. Application of Obligation Ceiling to FAU Funds

B. ANTICIPATED ADDITIONAL COSTS OF NON-FINALED FAU PROJECTS

✓1. Silverton Road: $ 50,000 ROW
~~$100,000~~ Construction
75,000

✓2. North River Road and Others?

C. REPAYING KEIZER'S FAIX LOAN FOR OLSON STREET

✓-- Keizer has arranged to use FAIX monies ($650,000) to build Olson Street in FY 87. FY 88 Const. $300,000 FAU

✓-- Keizer has agreed to fund a portion of an FAIX project (Cordon-Kuebler) when needed with FAU (if available), gas tax, or other revenues.

✓-- Cordon-Kuebler should be ready for construction in early FY 88.

✓-- Is there any way that Keizer would not have to come up with funds for Cordon-Kuebler until FY 89?

D. POSSIBLE FAU FUNDING SCENARIOS BASED ON THE DIRECTION OF THE COORDINATING COMMITTEE

250,000 FY 87 100,000 FY 88 PE/ROW Cooks
50,000 " 93 -50,000 FY 89 Const.

[illegible] 000 TOTAL

Orchard Heights - Doakes Ferry

RWS/cah
5/12/86

STATUS REPORT

ATTACHMENT 1

AN ACCOUNTING OF THE SALEM URBANIZED AREA SHARE OF FEDERAL AID URBAN SYSTEM FUNDS

The status of the Salem Urbanized Area's share of Urban funds is shown in the following tabulation. Actual obligation of Federal funds with the Federal Government is the governing factor in this status report. The Salem Urbanized Area's share of allocation Federal funds is offset by actual Federal funds obligated for individual projects.

						ACTUAL FEDERAL FUND OBLIGATIONS						
	PROJECT NO.	SECTION	Request Rec,d	O.T.C. Approved	Present Total Est. Cost	P.E.	Date	R/W	Date	Const.	Date	Total
86%	M-1555(1)	*Mission-Bellvue, 13th Street	1-13-72	2-22-72	$ 1,305,661	$ 64,905	6-17-77	$ 380,344	6-8-77	$ 624,074	8-9-77	$1,069,323
90%	M-5028(4)	*Carpool Demonstration	2-24-74	2-19-74	31,364	--	--	--	--	28,228	2-25-74	28,228
86%	M-1560(1)	*25th St.-Airport Rd., Mission	8-19-74	8-29-74	268,803	9,356	3-10-77	3,931	6-8-77	216,247	6-8-77	229,534
86%	-1830(1)(3)(4)	*McLeod Lane-OERR, Lockhaven	10-18-74	11-25-74	431,428	54,543	6-8-77	125,616	2-11-80	198,569	2-12-81	378,728
86%	-1615(1)	*Lancaster Dr. at State St.	10-13-75	10-28-75	35,884	957	12-13-75	--	--	29,793	4-13-76	30,750
	M-1720(1)(3)(5)	Lancaster Dr.-Lardon Rd., Silverton Rd.	9-15-75	10-28-75	1,682,410	220,835	2-17-76	567,686	7-20-83	692,000	4-23-85	1,480,521
86%	M-1685(1)	Chemawa Rd.-Claxter Rd., Verda Lane	7-23-76	8-24-76	291	256	4-13-77	--	--	--	--	256
86%	M-1705(1)	Division St.-Trade St., Front St.	3-23-77	4-19-77	329,248	282,079	10-10-77	--	--	--	--	282,079
86%	M-1555(5)	*12th St. at Madrona St.	4-29-77	5-17-77	44,922	1,779	6-28-77	--	--	35,543	2-1-78	37,322
90%	M-0000(5)	*Carpool Demonstration	7-7-77	8-23-77	106,393	--	--	--	--	95,753	10-3-77	95,753
BW	M-1575(1)	*Madrona-Ewald, Pringle Rd.	11-17-77	12-15-77	25,048	3,921	2-2-78	--	--	17,605	6-4-80	21,526
BW	M-1520(1)	*12th St.-Pringle Rd., Madrona Ave.	11-17-77	12-15-77	56,630	5,118	2-2-78	--	--	44,338	6-4-80	49,456
86%	BWM-1620(1)	*Lancaster-Cordon Rd., State St.	12-28-77	1-24-78	5,699	4,890	3-15-78	--	--	--	--	4,890
BW	M-1617(1)	*NE Satter-Silverton Rd., 45th Ave.	12-28-77	1-24-78	7,135	6,121	3-9-78	--	--	--	--	6,121
	M-1635(1)(3)(4)	35th Ave. Realignment	1-31-78	2-22-78	287,350	17,643	5-22-78	89,912	4-22-80	145,312	6-3-81	252,867
BW	M-1685(2)	NE Stortz-Silverton Rd., 34th Ave.	1-31-78	2-22-78	43,000	6,520	5-2-78	--	--	--	--	6,520
82%	M-1705(2)(6)	Chemawa Rd.-Stark St., N. River Rd.	1-27-78	2-22-78	1,350,840	182,112	6-15-78	925,575	5-5-80	--	--	1,107,687
	M-1640(1)	★ Center St. at Lancaster Dr.	2-28-78	3-28-78	145,320	6,859	5-2-78	--	--	95,008	2-12-81	101,867
86%	M-1615(2)	*Lancaster Dr. at Hayesville Dr.	6-15-78	7-18-78	3,297	2,783	8-16-78	--	--	--	--	2,783
	M-1720(2)	*Silverton Rd. at Lana Ave.	9-13-78	10-24-78	196,627	9,620	3-26-79	--	--	163,625	4-23-80	173,245
	M-1615(3)	★ Lancaster Dr. at Market St.	10-18-78	11-28-78	96,840	2,482	1-29-79	--	--	82,910	2-12-81	85,392
	M-0000(10)	*Transit Terminal Study	12-10-78	1-23-79	45,499	40,107	10-24-79	--	--	--	--	40,107
	M-1830(2)	Windsor Is. Rd.-N. River Rd., Olson Rd.	2-23-79	3-6-79	25,000	21,500	7-6-79	--	--	--	--	21,500

		Request	O.T.C.	Present Total	ACTUAL FEDERAL FUND OBLIGATIONS						
PROJECT NO.	SECTION	Rec,d	Approved	Est. Cost	P.E.	Date	R/W	Date	Const.	Date	Total
M-1680(1)	Market St. at 17th St.	8-15-80	10-16-80	23,000	17,309 Spent 20,273	12-10-80	--	--	--	--	20,273
M-0000(33)	*Alternate Modes Program	12-11-80	12-22-80	132,200	--	--	--	--	114,528	2-2-81	114,528
82% M-HES-1705(8)	Chemawa Rd.-Greenwood Dr., N. River Rd.	--	--	504,100	--	--	-- Spent 415,118	--	423,277	5-5-82	423,277
M-IX-1705(9)	Manbrin Dr.-Stark St., N. River Rd.	--	--	600,350	--	--	-- Spent 539,481	--	530,197	4-20-83	530,197
100%MG-0000(64)	Alternate Modes Program #2	4-18-84	5-9-84	86,000	--	--	--	--	86,000	6-26-84	86,000
	TOTALS			$ 7,870,339	$964,659		$2,093,064		$3,623,007		$6,680,730

Overruns vs. Underruns Balance.

ALLOCATION OF FEDERAL FUNDS

FISCAL YEAR	ALLOCATION
1972	$ 75,138
1973	75,138
1974	445,675
1975	455,895
1976	583,720
1977	470,587
1978	470,587
1979	471,790
1980	471,790
1981	471,790
Supp.	23,559
1982	622,896
1983	622,467
1984	628,819
1985	628,819
1986	592,763
TOTAL	$7,111,433

SUMMARY

Total Federal Funds Allocation	$7,111,433
Less Funds Obligated	6,680,730
** UNOBLIGATED BALANCE	$ 430,703

* Projects finaled with local agency.

NOTE: FA Participation is 88% unless otherwise noted.

** These funds are committed to Lancaster-Lardon Section as shown in the 1984 TIP.

APRIL, 1986

10047

N

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

May 9, 1986

D. O. Christensen
Road Design Engineer

Files 55365 through 55375
Lancaster Drive N.E.-Lardon Road N.E. (Salem) Section
Silverton Road N.E.
Marion County

Attached are descriptions (11 files), an authorization and right of way prints covering additional right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-1720(1)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
M-62

2A. COUNTY NAME
Marion

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
March 14, 1986

8. FEDERAL ROUTE NUMBER
FAU 1720

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Lancaster Drive - Walker Road

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/10/86 we approve the revised Preliminary Engineering costs to a TEC of $187,950; Federal Funds $161,261.

(Increase TEC $94,150; Federal Funds $80,785)

14. DATE
3/17/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hosner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,047

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Lancaster Dr. - Walker Rd.	COUNTY Marion	NO. 24	REGION 2
HIGHWAY Silverton Road NO.	AUTHORIZATION NO. 4	PROJECT EA C324-1996	DATE 3-4-86

SURVEY AUTHORITY

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
900 PROJECT ENGINEERING, FIELD OFFICES	2000	61,700	61,700	914 UTILITY LIAISON	7783	400	400
					2041	2,700	2,700
				915 LANDSCAPE DESIGN	7114		
901 PROJECT ENGINEERING, OTHER OFFICES	N/A	3,100	3,100	916 PHOTOGRAMMETRY SERVICES	7142		
	N/A	70	70	917 INVENTORY NEEDS		500	500
902 CITIZEN'S INVOLVEMENT	N/A	200	200	920 PROJECT PROGRAMMING	06(00)	3,500	3,500
903 FINAL DESIGN - BRIDGE AND FOUNDATION	74(00)	8,200	8,200	921 SPECIFICATIONS AND ESTIMATES	7200	7,400	7,400
	74(— —)			923 ENVIRONMENTAL STUDIES	75(00)	9,000	9,000
					75(— —)		
904 PRELIMINARY DESIGN	7112	5,300	5,300		75(— —)		
905 FINAL DESIGN	73(00)	22,125	22,125	925 AIR MONITORING	7510		
906 REDESIGN	73(— —)			927 FREE BRIDGE DESIGN	74(— —)		
907 T.P.D.T. DESIGN	73(31)	7,375	7,375		74(— —)		
908 FIELD TESTING	2042	2,500	2,500	929 FREE BRIDGE SPECIFICATIONS	7200		
909 RIGHT-OF-WAY DESCRIPTION	7111	24,800	24,800	933 BASE DESIGN	7141	2,600	2,600
910 RIGHT-OF-WAY MAPS	7111	1,500	1,500	934 GEOTECHNICAL INVESTIGATION	7120		
911 SIGN AND SIGNAL DESIGN	76(00)	10,000	10,000	937 HYDRAULIC STUDIES	7143	750	750
	76(— —)			949 SYSTEM STUDIES	N/A		
	76(— —)			960 PROCESS PROJECT PROSPECTUS	7144		
				961 PREPARE HEARING STUDY DATA	7113	2,890	2,890
912 RAILROAD MAPS	73(— —)			962 RECONNAISSANCE SURVEYS	71(— —)		
913 RIGHT-OF-WAY LIAISON	7750	5,100	5,100	963 REVIEW FIELD SURVEYS	7113	1,980	1,980

Continued on Page 2

1 RDE
1 FDE
" SE
LE
LFE
GTE
2 PDR
3 PDS
BPM

RECEIVED
MAR 26 1986
ROAD DESIGN SECTION

LPC
LA
LDS
RWD
FLC
4 OFFICE JRM

Copy All
Return To

734-1914 (6-85)

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY (PAGE 2 of 2)

KEY ID #

SECTION Lancaster Dr, - Walker Rd.	REGION 2

ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION	ACTIVITY	ORGANIZATION UNIT	ESTIMATED COST	CURRENT AUTHORIZATION
784 PREPARE PERMITS	7000	250	250				
980 CONDUCT PUBLIC HEARING	N/A	510	510				
020 TRAINING	N/A	3,500	3,500				
050 AUDIT SERVICES	0500						
				TOTALS		$ 187,950	$ 187,950

RIGHT-OF-WAY EA	PE FUNDING Federal	PREVIOUS AUTHORIZATION	$ 93,800
FEDERAL AID PROJECT NUMBER M - 1720 (1)		ADD. AUTH. REQUIRED	$ 94,150

LOCATION ENGINEER'S REMARKS

This is the final authorization for this project which reflects the underestimated complexity of the job. The most significant increases are in activities 900 (Project Engineering Field Offices), and 909 (R/W Descriptions) due to the addition of unanticipated right-of-way. Various other activities have been increased to reflect actual costs.

PREPARED BY Steve Specht	DATE 3-4-86	APPROVED, ASST. HIGHWAY ENGINEER X	DATE [illegible] 21 86
RECOMMENDED, REGION ENGINEER X	DATE	O.T.C. OR STATE HIGHWAY ENGINEER APPROVAL	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 3-20-86	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 3-14-86	

734-1914 (6-85) cont.

10,047 1-27-86

LANCASTER DR - LARDON RD.
SILVERTON RD. IX-M-1720(5)

SUMMARY OF FUNDS

Description	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	W32	88.15%	$ 785,026.00	$ 692,000.00	$ 46,513.00	$ 46,513.00
Roadway	177	85.0%	1,304,685.00	1,108,982.00	---	195,703.00
Signals	177	85.0%	126,022.00	107,118.00	---	18,904.00
Subtotal			$2,215,733.00	$ 1,908,100.00	$ 46,513.00	$ 261,120.00
Reserve	177		19,125.00	16,256.00	---	2,869.00
Total			$2,234,858.00	$ 1,924,356.00	$ 46,513.00	$ 263,989.00

NONPARTICIPATING WORK

Single Mailbox Supports	Each	10	90.00	$ 900.00
Multiple Mailbox Supports	Each	23	230.00	5,290.00
Mailbox Concrete Collars	Each	24	28.00	672.00
				$ 6,862.00

Group 1: 92%; Group 8: 8%
Contract No. 10,047
Prefix: 324-1996 P.E.
Prefix: C10047

RHZ:bkb

W 32 692,000 (FAU)
177 1,232,356 (FAI-X)
1,924,356

Marion County proposes see attached, to Obligate $550,000 (FY86) additional FAU funds and release a like amount of FAI-X funds. At the January, MWV-COG meeting, Elton Chang of FHWA advised COG that this was not allowed. His rationale was that Salem Area had no FAU balance as of Sept. 30, 85 and only those costs incurred after Oct. 1, 85 were reimbursable with FAU funds. I reviewed this with Cliff Laux; and we have not set a limit on FAU funds, we are using full pro rata, should be no reason for denying FAU funds. 1-23-86 p.m. discussed this w/Elton Chang & John Price, Non-Attributable funds are spent in areas of the State as the state elects; therefore as of 9-30-85 our Unobligated balance was $5.1 million which could have been spent in Salem or any other area we might have chosen. They agree & I notified Byron Meadows of Marion County.

For us to proceed with program change, we need COG approval & a supplemental agreement to increase the FAU participation.

Gary E. Zehner
Urban Programs Coordinator
1-27-86

Gary Zehner

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
400 SENATOR BUILDING, 220 HIGH ST. N.E., SALEM, OREGON 97301 Telephone (503) 588-6177

CHAIRPERSON: GARRY KANZ
COMMISSIONER MARION COUNTY
• VICE CHAIRPERSON: STANLEY CHRISTENSEN [illegible]
• DIRECTOR: ALAN H. HERSHEY

MEMORANDUM

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 10 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

TO: Bob Hansen, Director
Marion County Department of Public Works

FROM: Richard Schmid RWS
Transportation Coordinator

SUBJECT: FAU REPAYMENT OF SILVERTON ROAD FAIX "LOAN"

DATE: December 6, 1985

Over the last several months Byron Meadows and I have discussed the Silverton Road Loan Payback and how that would be accomplished. It was his desire to accomplish this in such a way as to save the County as much money as possible. Approximately two months ago it became evident when the new allotment of FAU funds was made, they could be obligated to the Silverton Road project and free-up (unobligate) the FAIX monies previously obligated to that project. This would be advantageous to the County due to the different local match ratios required by the funds.

Approximately 6-8 weeks ago, you stopped by my office and asked me about this process and at that time I indicated that a TIP amendment or some other communication from the Coordinating Committee may be required.

Following the November 27, 1985 Coordinating Committee meeting, it became clear that seeking specific action by the Coordinating Committee to approve the obligation of FAU funds for Silverton Road construction would be the prudent course of action. This position is based on the following:

-- This is a different "loan repayment" method than that identified in the Sixth Amendment. By this I don't intend to infer that it does not accomplish the same thing or could be a viable method of repaying the loan.

-- The TIP does not schedule the use of these FAU funds until FY 1987 and then it is identified for the Kuebler-Cordon Connection. The footnote for this project also identifies it as using the Silverton Road loan payback.

MEMBER GOVERNMENTS—COUNTIES: Marion, Polk, Yamhill **CITIES:** Carlton, Dallas, Dayton, [illegible] Gervais, [illegible] Jefferson, Keizer, McMinnville, Monmouth, Mt. Angel, Newberg, Salem, Sheridan, Silverton, Stayton, Sublimity, Willamina, Woodburn **SPECIAL DISTRICTS:** [illegible] Community College, Salem School District 24J, Jefferson School District 14J, [illegible] Salem Area Mass Transit [illegible] Conservation Districts of Marion [illegible]

-- Since Polk County has announced that it is considering requesting a major TIP amendment this year, to possibly use some of the FAU funds which are not programmed for use this year, it could cause severe strain on the SATS process to obligate FAU funds which are not scheduled for obligation this year.

Based upon this rationale, I called Gary Zehner at ODOT and explained my reasoning and requested that no FAU obligations be made to Silverton Road construction until the Coordinating Committee has acted.

When you are prepared to request that the Coordinating Committee amend the TIP to include this expenditure, please let me know so I may place it on the agenda. The next regular meeting of the Coordinating Committee will be in January.

RS/cah

cc Alan Hershey, Council of Governments
Ralph Lambert, Salem Department of Public Works
Gary Zehner, Oregon Department of Transportation ✓

cc: Rick Sjolander

10 0-7 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-1720(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 3, 1985

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
LANCASTER Drive - Lardon Road

11. GENERAL DESCRIPTION OF WORK
Temporary Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7-3-85 as requested in Mr. Fredrickson's letter as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $3,000; Federal Funds $2,550.

RECEIVED
STAT. HWY ENGR
JAN 22 '86
REFER TO Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Orig to 1/20

14. DATE 1/17/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. M-62

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
TAT HWY ENGR
JAN 9 '86
REFER TO Potter
FOR

Orig 1/14

7. DATE AUTHORIZATION EFFECTIVE December 17, 1984

8. FEDERAL ROUTE NUMBER FAU-1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lancaster Dr. - Lardon Rd. Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter dated 12-20-85 this will confirm the advance approval date of 12-17-84- contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the buried telephone facilities on an actual cost basis estimated to be $11,015 - F. F. $9,709.

The Agreement with the Pacific Northwest Bell Telephone Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 1/7/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,647

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

December 26, 1985

William G. Anhorn, Region Engineer
Oregon State Highway Division
East Salem Highway Building
2960 East State Street
Salem, OR 97310

Dear Mr. Anhorn:

SUBJECT: Interstate Transfer Funds "Loan" Payback

Marion County has proposed de-obligation of Interstate Transfer Funds to the Silverton Road project and an obligation of 1986 Federal Aid Urban Funds to the Silverton Road project in order to start the "loan" payback pursuant to the memorandum of understanding as amended. The State Highway Division Program Section has requested concurrence from the City of Salem in this concept.

City staff presented this proposal to our City Council on December 2, 1985 with the attached staff report. The Salem City Council did not express any objection to Marion County's proposal.

Sincerely,

Marlin D. Brinkley
Marlin D. Brinkley, P. E.
City Engineer

MDB:RWL:lg
Attachment

cc: Robert Hansen, Marion County Director of Public Works
Gary Potter, O.S.H.D. Program Section Manager ✓
Ronald J. Merry, Director of Public Works
Ralph Lambert, Chief Design Engineer

Copy made
12/31/85
pb

PROGRAM SECTION
MANAGER GP RESOURCE UNIT ___
FA UNIT [illegible] PROGRAM UNIT [illegible]
DEC 30 1985
REFER TO Zehnser
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

1-2-86
Richard Schmid says
wait for TIP adjustment
before program change
G

FOR COUNCIL MEETING OF: December 2, 1985
AGENDA ITEM NO.: 5.4.h
PUBLIC WORKS FILE NO.: ____________

TO: MAYOR AND CITY COUNCIL

INFO

RJAbolt

THRU: R.J. ABOLT, CITY MANAGER

Ronald J. Merry

FROM: RONALD J. MERRY, DIRECTOR OF PUBLIC WORKS

SUBJECT: INTERSTATE TRANSFER FUNDS
"LOANS" PAYBACK

ISSUE:

To inform the Council of the mechanism and status of the interstate transfer program "loan" payback.

BACKGROUND:

The interstate transfer program is controlled by a Memorandum of Understanding between the City of Salem, Marion County, and the Coordinating Committee of the Salem Area Transportation Study. The original agreement was entered into in May of 1977 and has been amended seven times since then. The sixth and seventh amendments, February 10, 1984 and June 19, 1985 respectively, provide for advances of interstate transfer funds to the Silverton Road and Olson Street projects, with corresponding amounts of federal aid urban funds to be applied to future interstate transfer projects. The federal fund advances are $1,097,791 for Silverton Road and $650,000 for Olson Street.

FACTS AND FINDINGS:

On October 1, 1985 the Salem Urban Area received its 1986 allocation of federal aid urban funds in the amount of approximately $624,496. Subtracting approximately $40,000 for the alternate modes program leaves approximately $584,496 to be applied to street projects.

Marion County has proposed a slight modification to the payback procedure as outlined in the background above. The County proposes to deobligate a portion of the interstate transfer funds from the Silverton Road project and obligate all available 1986 federal aid urban funds (except alternate mode funds) to the Silverton Road project. This would return the deobligated interstate transfer funds to the Salem area account for future interstate transfer projects. The County's proposal accomplishes the same end result as specified in the agreements. Furthermore it starts the fund "payback" at the earliest possible time.

Interstate Transfer Funds
"Loan" Payback
Staff Report, Page 2

The Oregon State Highway Division has requested the City of Salem's concurrence (or lack of objection) to the County's concept prior to processing the necessary paperwork. It is staff's intent to advise the State that the City concurs in Marion County's proposal.

POLICY ANALYSIS:

This report is to keep the Council informed regarding the funding of interstate transfer street projects pursuant to the Memorandum of Understanding and amendments thereto.

RECOMMENDATION:

This report is for information only.

Marlin D Brinkley
Marlin D. Brinkley, P. E.
City Engineer

RWL:dh
11/15/85
Wards - All
Payback

10.047

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STAT- HWY ENGR
DEC 23 '85
REFER TO
In Reply Refer to File No.:

Info	Inves	R/D	D/R	Sign	Act	File

December 20, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Buried Telephone Cable Facilities
Pacific Northwest Bell Telephone Company
Lancaster Dr. - Lardon Rd. Section
Silverton Road
Marion County
P.E. Project No. M-1720(1)

Here is a copy of a lump sum estimate of cost to adjust Pacific Northwest Bell Telephone Company's (PNB) buried telephone cable facilities dated November 22, 1985.

A certification prepared by Jerry J. Miller, Region 2 Utility Specialist as to PNB's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. PNB was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of distribution facilities.

There will be no betterment derived from the proposed adjustment of PNB's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 17, 1984 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $11,015.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Jerry Miller

10 0 - 7 jc

N

U. S. DEPARTMENT OF TRANSPOI TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-1720(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
TAT HWY ENGR
DEC 13 '85
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE December 11, 1985

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lancaster Drive NE - Lardon Road N. E. (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 12-3-85 the Program Change requested is approved as follows to release 580 funds and utilize the 177 funds;

1. Credit: Appn Code 580 --- $134,565
2. Debit : Appn Code 177 --- $134,565

14. DATE 12/12/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

-16, 1 17

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 12, 1985

CON 5

COMCO Construction Co. Oreg. Ltd.
dba Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

Re: Time Extension Request
Lancaster Drive-Lardon Road
Contract No. 10047
FAP No. IX-M-1720(1)

Your request for additional contract time in which to complete phase "b" of the above project has been carefully reviewed. A contract time adjustment of an additional 22 calendar days is granted for completion of phase "b" of this contract due to utility delays and due to the performance of additional CTB work.

The adjusted contract time of completion for phase "b" of this contract is 162 calendar days. This will eliminate all liquidated damages under phase "b" of this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Cliff Lehman w/att.
FHWA w/att.
Bruce Walton: Note - This extension is "P" for 9 C.D. and "N-P" for 13 C.D.

TE/238

R

Form 734-3122

OR ATIYEH
OVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED LS...... TC......
FOC..........
CCS..........
SECTION FILE..........

Lancaster Dr.-Lardon Rd.
Silverton Rd.
Marion County
Contract No. 10047

In Reply Refer to
File No

To: Ken Husby, PE
Region 2 Construction Engineer.

Subject: Time Extension

I believe the contractor's request for adjustment of contract time due to utility conflicts is valid. Although given notice prior to the letting of the contract, the power company did not have their poles removed until July 1, 1985, 47 days after the award of the contract. It was necessary to have these poles removed before stage one could be completed. The contractor's original schedule anticipated completion of stage one by June 21, but due to the power pole conflict, it was not completed and traffic moved until July 8. It is reasonable to assume the contractor would have completed stage one on schedule as our records indicated the actual workdays used were the same as scheduled.

For the above reasons, I recommend a time extension of 15 days (June 24, the Monday following scheduled completion of stage one, to July 8th, the actual completion date). AGREE KEH

It should also be noted that there were additional delays due to utility conflicts during the construction of stage two. YES KEH

The second part of the contractor's request for additional time is also valid. By Price Agreement No. 4, we added cement treatment of the subgrade. This added one step to the sequence of construction and required mobilization of specialized equipment. The performance of the work required 7 working days plus 2 days for mobilization. I recommend a time extension of 9 days.

In summary, I recommend a total time extension of 24 days for completion of section B. AGREE. KEH

Respectfully,

C. L. Lehman
Cliff Lehman, PLS
Project Manager

cc: [illegible] Engr. w/original order
[illegible] above.
[illegible]d
Remarks 11-19-85
Kenneth E Husby
REGION II CONSTRUCTION ENGINEER

cc: Lehman

12-11-85
W.E. Schwartz -
I concur with Region and Proj. Mgr.
D. A. Jackman

34-3122

10.047

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 3, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item 30155
Project No. IX-1720(5)
Lancaster Drive-Lardon (Salem)
Marion County

I request your approval of a minor program change to release $134,565 federal funds (Appn Code 580) and to utilize the available (Appn Code 177) in a like amount.

This request will require the following revisions:

1) Credit: Appn Code 580 ----- $134,565
2) Debit: Appn Code 177 ------ $134,565

Revisions in financing are as indicated on the attached agreement.

RHZ:bkb
Attachment
cc: R. Oakes
G. Zehner
J. Peterson
General Files ✓

Form 734-3122

10.047

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 12 '85
REFER TO
FOR
Info Inves R/D D/R File

7. DATE AUTHORIZATION EFFECTIVE August 21, 1985

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lancaster Drive N. E. - Lardon Road (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11-1-85 you are authorized to proceed with all phases of Right-of-Way acquisition for Files 54820 and 54821 as shown on Right-of-Way Map 9B-17-22 at a TEC of $3,600 - F. F. $3,173.

This authorization confirms the advanced verbal approval given 8-21-85.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

14. DATE 11/8/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10047

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 1, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Request for Authorization to Proceed
with Acquisition of Right-of-Way
Item No. 30155
Project No. M-1720(3)
Lancaster Dr. N.E.-Lardon Rd. N.E. (Salem) Section
County Road
Marion County
File Nos. 54820 and 54821

I request your authorization to proceed with the actual acquisition of the right-of-way, all phases, at an estimated total cost of $3,600 with an obligation of $3,173 in federal funds. The parcels to be acquired are as outlined in red on the enclosed copy of right-of-way map No. 9B-17-22.

Enclosed are copies of a modification of project agreement (PR-2A) and a revised project agreement estimate for the subject project.

RDF:bkb
Enc.
cc: W.G. Anhorn (Region 2)
Don Aman
General Files ✓

Form 734-3122

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 2		Project Number M-1720(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 5, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 620,000.00	$ 623,600.00
Federal funds	$ 546,530.00	$ 549,703.00
Other revisions		

This modification is made for the following reasons: to include authorized right-of-way acquisition.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

By
(Division Administrator)

For: Dale E. Wilken

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: October 28, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Request for Programming
(Additional R/W)
Lancaster Drive NE - Lardon Road NE (Salem) Section
Silverton Road Highway
Marion County
Project No. M-1720(3)

We have received two additional files on the above project. The acquisition of this right of way is estimated at $3,600 and does not require a relocation or moving allowance.

Please request confirmation of the verbal authorization of August 21, 1985 for the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers files 54820 and 54821 as shown on map 9B-17-22.

DA:pr

attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 29 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10 047

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-1720(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 25 '85
REFER TO
Potter
FOR
Info Inves R/D J/R

7. DATE AUTHORIZATION EFFECTIVE October 11, 1985

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lancaster Drive NE - Lardon Rd. NE (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Minor Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 10-2-85 I approve the Program Change adding appropriation code 580 and revised construction costs to TEC of $2,234,858; F.F. $1,934,356.

(Increase TEC 158,312; F.F. $134,565) Appro 580

14. DATE 10/24/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10 0 + 7

jc

N

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. M-62

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE June 17, 1985

8. FEDERAL ROUTE NUMBER FAU-1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lancaster Drive - Lardon Rd. N. E.

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter dated 8-23-85 this will confirm the advance approval dates of 6-17-85 and 7-8-85, contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the City of Salem's water facilities on an actual cost basis estimated to be $29,104 - F. F. $24,971.

The Agreement with the City of Salem is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 10/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10 04 N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 2, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Minor Program Change
IX-M-1720(5)
Lancaster Dr. N.E. - Lardon Dr. N.E. Section
Silverton Road
Marion County

I request your approval of a minor program change to joint finance the subject project utilizing appn code (580) funds to cover the estimated overrun in construction costs as indicated on the attached revised project agreement.

This change will require the following change in project financing:

1) Financing --- Add Appn Code 580

Appn Code	Total Cost	Federal Funds
W32	$ 785,026	$ 692,000
177	1,272,395	1,081,535
580	158,312	134,565
SUBTOTAL	$2,215,733	$1,908,100
Retain in Reserve 177	19,125	16,256
TOTAL	$2,234,858	$1,924,356

RLC:me
cc: R. Oakes
J. Peterson
Gary Zehner
General Files

Form 734-3122

13.647

N

ROAD DESIGN SECTION 378-3487

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 18, 1985

D. O. Christensen
Road Design Engineer

Files 54820 and 54821
Lancaster Drive N.E.-Lardon Road N.E. (Salem) Section
Silverton Road N.E.
Marion County

Attached are descriptions (2 files), an authorization, correspondence and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN
George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

#10547

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 23, 1985

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
AUG 27 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Main Relocation
City of Salem
Lancaster Dr. N.E. - Lardon Rd. N.E.
(Salem) Section
FAU 1720 (Silverton Road)
Marion County
P.E. Project No. M-1720(1)

NOTED
E. S. HUNTER

Here are copies of two estimates of cost to adjust the City of Salem's water mains dated August 1, 1985.

A certification prepared by Jerry J. Miller as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimates submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's water facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 17, 1985 and July 8, 1985, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $29,104.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
J. J. Miller

10 047

N

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 19, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Salem
Lancaster Dr. N.E. - Lardon Rd. N.E.
(Salem) Section
FAU 1720 (Silverton Rd.)
Marion County
P.E. Project No. M-1720(1)

RECEIVED
AUG 30 1985
RR & UTILITY UNIT

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for the City of Salem to proceed with the relocation of their 8-inch water main from Silverstone Court N.E. (Station 50+00±) easterly 385 feet, which is in conflict with this project as of July 8, 1985 is requested. An estimate of cost has been received from the City in the amount of $7,520. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

RECEIVED
STATE HWY ENGR
SEP - 3 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Advanced authorization date of
July 8, 1985 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez X 8-19-85
William G. Anhorn
Cliff Lehman
Jerry Miller

RECEIVED
AUG 27 1985
OREGON DIVISION

10 0-7

jc STATE COPY cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUL 29 '85
REFER TO
Fredrickson
FOR

REGION NO. 10	REPORT NO. 1	COUNTY Marion	DIVISION Oregon

IN COMPANY WITH
Cliff Lehman, Project Manager; OSHD

by
7/31

DATE OF INSPECTION 7-18-85	INSPECTION MADE BY W. H. Kappus, Area Engineer	PROJECT NO. IX-M-1720(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 21 %	WORK COMPLETED 22 %

LANCASTER DRIVE - LARDON ROAD
SILVERTON ROAD (SALEM)
Grading, Paving, Signing & Signals

NOTED
W. E. SCHWARTZ

SCOPE OF INSPECTION

This inspection included a review of work complete, work underway and test results.

WORK COMPLETE AND IN PROGRESS

Work started May 28, 1985. The project is presently in Stage II. Stage I provided temporary widening on the right. Under Stage II, the traffic has been moved to the temporary widening and excavation is underway on the left.

COMMENTS:

This project provides for removing the existing 2 lane facility and constructing a curbed 4 lane section with a continuous left turn median lane, two curb-side, on-street 5' bike lanes, sidewalks and bus turnouts. As stated above, excavation of the old roadway, which began July 15 was underway during this inspection. As could be expected, the subgrade in the excavated area was soft and wet. Moisture levels measured on the same date were approximately 21%. Proctor tests indicated an optimum moisture of 14%. At the time of this inspection after 3 days of aeration, moisture levels were running 18%. Soft subgrade was very apparent in areas where compaction had been attempted. Subgrade preparations will require close monitoring to assure appropriate strengths and reasonable schedules as this project has a 200 calendar day contract time.

Construction signing and temporary traffic control were reviewed and appeared to be adequate and satisfactorily maintained.

- WHK -

Form FHWA-1446A
(Rev. 2-84)

Eoff

SERVING CONTRACTORS, OEM'S, UTILITIES AND INDUSTRIAL CUSTOMERS SINCE 1919.

☐ **Portland**
509 N.W. 10th Avenue
P.O. Box 2828—97208
(503) 222-9411

☐ **Salem**
P.O. Box 709—97308
(503) 363-9251

☐ **Eugene**
556 Charnelton
P.O. Box 10828—97440
(503) 342-1277

☐ **Vancouver**
808 Harney Street
P.O. Box 407—98666
(206) 694-7504
(503) 226-6200 (Portland)

☐ **Bend**
1304 S.W. Hill
P.O. Box 43—97701
(503) 388-1544

10,047

July 1, 1985

Department of Transportation
Transportation Building, Rm 121
Salem, OR 97310

#10,047

Gentlemen:

Please be advised that our firm will be delivering materials to the project known as Lancaster Drive - Lardon Road located at 4500 Silverton Road, NE, Salem, Marion County, Oregon on order of our customer, Cherry City Electric. This is not a claim against any bond associated with the project, but rather merely a notice that we are involved with the project and would claim against the bond with Comco Construction as principle in the event we were not paid for the materials we furnish.

Please be assured that this notice is not intended to reflect adversely upon yourself, our customer, or any other person or business associated with the project. This is simply something which our corporate attorney requested we do on all projects and, I think you will agree, something which is merely a good business practice.

In closing, let me convey to you our firm's thanks for your patronage and our hope that you will be pleased with the materials that we will be supplying. If you have any questions regarding this notice, please feel free to contact me at 399-9776.

Thank you again.

Sincerely,

EOFF ELECTRIC COMPANY, INC.

Raymond M. Ramsay

RMR:sk

cc: Cherry City Electric
Comco Construction

CERTIFIED MAIL NO. P 071302795

RECEIVED
JUL 5 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
8-inch Water Main Relocation
City of Salem
Lancaster Drive N.E. - Lardon Rd. N.E.
(Salem) Section
Silverton Road
Marion County
P.E. Project No. M-1720(1)

NOTED
E. S. [illegible]

Confirmation of your verbal authorization for the City of Salem to proceed with the relocation of their 8-inch water main, on the north side of the highway between Stations 6+50 and 16+50, in conflict with this project as of June 17, 1985 is requested. An estimate of cost is being prepared by the City. Preliminary estimate of cost is $25,000. This estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
June 17, 1985 is approved

William H. Kappus

William H. Kappus, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
William G. Anhorn
Cliff Lehman
Jerry Miller

RECEIVED
STATE HWY ENGR
JUN 26 '85
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

May 29, 1985

Comco Construction Company
  Oregon Limited dba
Salem Road and Driveway Co.
P. O. Box 603
Salem, OR   97308

CON 5

#10,047

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,047 for work on the Lancaster Drive N.E.-Lardon Road N.E. (Salem) Section of FAU 1720 in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

elp
Enclosure

cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
P. O. Box 5669
Portland, OR   97232

United Pacific Insurance Company
Bond Department
33405 Eighth Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Cliff Lehman
L. E. George

May 10, 1985

Office of Commission Services
Room #121
State Transportation Building
Salem, Oregon 97310

Dear Sirs:

With respect to compliance of DBE/MBE/WBE contract goals for the OSHA job Lancaster Dr. N.E. - Lardon Rd. N.E. (Salem), we will be using the following Subcontractors:

1. Houck, Carrow, Lewitz Corp. (W)
   4952 Portland Road N.E.
   Salem, OR 97305

ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT BID	TOTAL BID
7	Clearing & Grubbing	L.S.	$5,610.00	$5,610.00

2. Heifer Construction Co., Inc. (W)
   3170 Mulberry Drive S.
   Salem, OR 97302

ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT BID	TOTAL BID
35	Concrete Inlets,Type CG-2	37 ea.	400.00	14,800.00
36	Concrete Inlets,Type CG-3	31 ea.	500.00	15,500.00
37	Concrete Inlets, Type D	3 ea.	500.00	1,500.00
			TOTAL	$31,800.00

3. Washington County Fence, Inc. (W)
   11075 S.W. Errol Street
   Tigard, OR 97223

ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT BID	TOTAL BID
38	Type 2 Fence	600 L.F.	$2.10	$1,260.00

Office of Commission Services 5-10-85 (Cont'd)
Lancaster Dr. N.E. - Lardon Rd. N.E. (Salem)

4. Northwest Hydro-Mulchers, Inc. (W)
37621 Bear Creek Lane
Boring, OR 97009

ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT BID	TOTAL BID
49	Seeding,Fertilizing & Mulching	1 Acre	$799.00	$799.00

5. TPT Services, Inc. (DBE/MBE
250 S.W. Tualatin Loop Road
West Linn, OR 97068

ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT BID	TOTAL BID
3	Temporary Signs	751 S.F.	$8.90	$6,683.90
4	Temporary Barricades	10 Ea.	50.00	500.00
5	Temporary Safety Markers	50 EA.	25.00	1,250.00
16	Class "B" OR "C" A.C. Mixture	15,250 T	12.00	183,000.00
42	Extra for Asphalt Approaches	127 Ea.	190.00	24,130.00
44	Delineators, Type 2	27 Ea.	20.00	540.00
46	Single Mailbox Supports	10 Ea.	90.00	900.00
47	Multiple Mailbox Supports	23 Ea.	230.00	5,290.00
48	Mailbox Concrete Collars	24 Ea.	28.00	672.00
50	Remove Existing Signs	L.S.	200.00	200.00
51	Wood Sign Posts	L.S.	3,900.00	3,900.00
52	Signal Post Mounts	L.S.	4,800.00	4,800.00
53	Type "C" and "D" Signs in Place	450 S.F.	6.50	2,925.00
54	Type "C" Modified Signs in Place	24 S.F.	6.50	156.00
55	Type "EE" Signs in Place	88 S.F.	8.50	748.00
56	Type "I" Signs in Place	32 S.F.	15.00	480.00
57	Type "T" Signs in Place	45 S.F.	10.00	450.00
58	Type "U" Signs in Place	280 S.F.	15.00	4,200.00
59	Mono-Directional Crystal Markers	1,200 Ea.	2.90	3,480.00
60	Bi-Directional Yellow Type I Markers	500 Ea.	3.40	1,700.00
61	White Type II Markers	800 Ea.	3.40	2,720.00
				$248,724.90

Total WBE Amount...$39,469.00

Total DBE/MBE Amount...$248,724.90

RECEIVED
MAY 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Jay C. Compton

JAY C. COMPTON

cc Thomas Jones

Con 21-8
Marion
Sp

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. M-62

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 5/23

7. DATE AUTHORIZATION EFFECTIVE 3-25-85
8. FEDERAL ROUTE NUMBER FAU-1720
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
LANCASTER DRIVE - WALKER ROAD

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated May 9, 1985 this will confirm the advance approval date of March 25, 1985, contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the City of Salem's water facilities on an actual cost basis estimated to be $29,330; Federal Funds $25,165.

The Agreement with the City of Salem is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

14. DATE 5-22-85
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,947

Con 21 St
[illegible]
Sr.

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

LOC 3

TO: FILES

DATE: May 22, 1985

Lancaster [illegible]
[illegible] Rd

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 9, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened May 9, 1985 on the following projects:

1. Clackamas Highway-Clackamas Bridge
   Pacific Highway East, Clackamas County
   A.C. Pavement and Oiling
   Overlay

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Jct. Mt. Hood Highway-Timberline Lodge
   Timberline Road, Clackamas County
   A.C. Pavement and Oiling

   Same as No. 1.

3. River Road-East Portland Freeway
   Clackamas Highway, Clackamas County
   A.C. Pavement and Oiling
   Overlay

   Same as No. 1.

4. S.E. Sunnyside Road @ S.E. 82nd Avenue
   Sunnyside Road, Clackamas County
   Grading, Paving and Signals

   Sidewalk and pedestrian signals to be provided on this project.

5. Cline Falls-Newcomb Road
   Cline Falls Highway, Deschutes County
   A.C. Pavement and Oiling
   Overlay

   Same as No. 1.

Contains Recycled Materials

6. Yew Avenue-Sturgeon Road
   Redmond-Bend Highway, Deschutes County
   A.C. Pavement and Oiling

   Same as No. 1.

7. Lyle Gap-Madras
   The Dalles-Caliofrnia Highway, Jefferson County
   A.C. Pavement and Oiling

   Same as No. 1.

8. McKenzie Highway @ Godard Bridge
   McKenzie Highway, Lane County
   Grading, Paving and Structure

   Six-foot bike lane/shoulders will be provided.

9. District 14 Paving Project
   Central Oregon Highway, Malheur County
   A.C. Pavement and Oiling
   Overlay

   Same as No. 1.

10. Hawthorne Avenue @ Center Street (Salem)
    Hawthorne Avenue, Marion County
    Grading and Paving

    Five- and six-foot sidewalks and pedstrian signals will be provided.

11. Lancaster Drive N.E.-Lardon Road N.E. (Salem)
    Silverton Road, Marion County
    Grading and Paving

    Five-foot bike lanes, six-foot sidewalks, crosswalks and pedestrian signals will be provided.

12. Marquam Bridge-S.W. Haines Road
    Pacific Highway, Multnomah County
    Grading, Paving and Structures

    Interstate restoration pursuant to ORS 483.041 non-motorized traffic prohibited from this section of freeway.

13. Project Withdrawn

14. Church Street (Multnomah)-South Fork Ash Creek
    Pacific Highway West, Polk County
    A.C. Pavement and Oiling
    Overlay

    Same as No. 1.

15. Sherwood-Rex (Southbound)
    Pacific Highway West, Washington County
    A.C. Pavement and Oiling

    Same as No. 1.

16. Project Withdrawn

17. Balm Creek Culvert
    John Day Highway, Wheeler County
    Earthwork and Drainage
    Culvert Replacement

    Same as No. 1.

18. Dry Gulch Bridge
    John Day Highway, Wheeler County
    Structure
    Structure Replacement

    Same as No. 1

19. Circle Creek-Silver Point
    Oregon Coast Highway, Clatsop County
    Paving
    Overlay

    Same as No. 1.

20. Project Posponed.

RPS:ge
cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,047

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

May 14, 1985

Oregon State Treasurer
ATTN: CHERYL GRIFFITH
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: Silverton Road
Lancaster-Lardon Road Section

Dear Ms. Griffith:

You have on file a "Limited Power of Attorney" authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the above-referenced project.

Funds in the amount of $262,000 for the subject project were transferred directly to the Local Government Investment Pool by the Marion County Treasurer on May 14, 1985.

Sincerely,

Robt J. Hansen

Robert J. Hansen
Director of Public Works

BM/cg

cc: Highway Accounting
Gary Potter ✓
Board of Commissioners
Ralph Grim
Earl Horton
Jim Sears

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT T ✓ PROGRAM UNIT ___
MAY 16 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,047

May 14, 1985

PRO

Robert J. Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street
Salem, OR 97301

Dear Bob:

On May 9, 1985 the Highway Division received a satisfactory bid from COMCO Construction Company, DBA Salem Road and Driveway Company, P.O. Box 603, Salem, OR 97308, for the Lancaster Dr. NE - Lardon Road NE (Salem) Section of Silverton Road.

The Urban System Agreement No. 5614 and supplement dated 3/29/85 requires the County to make an advance deposit for the construction costs at this time. This cost is computed as follows:

Contractor's bid		$1,826,931.55
Anticipated Additional Items:		
Permanent Pavement Striping	$ 2,500	
State Furnished PROM & Program	1,400	
Signal Controller Testing	3,850	
Bikeway Striping & Legend	1,000	
Illumination Removal by PGE	2,000	
Water Lines - City of Salem	30,000	40,750.00
SUBTOTAL		$1,867,681.55
Contingencies (4-1/2%)		84,045.66
Engineering (8%)		149,414.52
TOTAL CONSTRUCTION COST		$2,101,141.73
Add P.E. Increase		75,200.00
(Total P.E. Estimate $180,000)		
TOTAL FOR COMPUTATION OF ADVANCE DEPOSIT		$2,176,341.73
Less Federal FAU Funds (88%)		(630,000.00)
Less State FAU Match		(42,955.00)
Less County FAU Match		(42,955.00)
BALANCE TO BE FAI-X FUNDED		$1,460,431.73
Less Federal FAI-X Funds (85%)		(1,241,366.97)
COUNTY FAI-X MATCH		$ 219,064.76

COUNTY'S TOTAL ADVANCE DEPOSIT $42,955 + $219,064.76 = 262,019.76

ROUNDED $ 262,000.00

Please submit your $262,000, which should arrive no later than May 31, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:me
Attachment
cc: Richard Schmid
bc: w/AD #85-45 Rick Sjolander, Region 2
V. E. Skoog - Please return completed AD #85-45 when deposited.

101047

CON 21-8a
Division

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 9, 1985

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
MAY 13 '85
REFER TO
FOR

Info	Invoice	R/D	D/R	Sign	Act	File

E. S.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
City of Salem
Lancaster Dr. N.E. - Lardon Rd. N.E.
(Salem) Section
Silverton Road
Marion County
P.E. Project No. M-1720(1)

Here is a copy of an estimate of cost to adjust City of Salem's water facilities dated April 25, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 25, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $29,330.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Jerry Miller

10,047

ICN 2148
Marion
2p.

April 26, 1985

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4

Attention: Al Davidson
County Clerk

Salem School District 24J
3630 State Street
Salem, OR 97301

MISC. CONTRACTS and AGREEMENTS No. 8394

Attention: Gerald W. Brock
Director, Fiscal Services

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a letter agreement for noise mitigation measures for the Middle Grove Elementary School in relation to improvement of Lancaster Drive-Lardon Road Section of Silverton Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10,041

nig

U. S. DEPARTMENT OF TRANSP ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-M-1720(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30155

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR

[illegible]	[illegible]	R/D	D/R	Sign	[illegible]	File

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
LANCASTER DRIVE NE. - LARDON ROAD NE. (SALEM) SECTION

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, Drain, Traffic Signal, and Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-8-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,118,862; Federal Funds $1,825,760.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,047

Con Di #
Marion
Sp

DATE: April 5, 1985

TO: Governor Victor Atiyeh
Office of the Governor

PRO/CON 21

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn interstate funds. The project in the Salem urbanized area submitted during the months of January 1985 through March 1985 was:

Lancaster Drive N.E.-Lardon Road N.E. Section
Silverton Road N.E. (FAU 1720)
City of Salem

There were no projects submitted for the Portland urbanized area during this period of time.

The criteria used to select this project is based on the Region's transportation planning process which embodies a continuing co-operative approach. The project is included in the Region's Transportation Improvement Program.

bc: H. S. Coulter
R. N. Bothman
G. A. Potter
L. G. Brock
William Anhorn
E. L. Hardt
LGB:bkb kkr

10,647

Con 21-8 +
Marion

April 3, 1985

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4-2

MISC. CONTRACTS and
AGREEMENTS No. 5614

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a supplemental agreement for the improvement of Lancaster Drive-Lardon Road Section of Silverton Road.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

[illegible]

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 26, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

NOTED
E. S. HUNTER

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Salem
Lancaster Drive N.E. - Lardon Road N.E.
(Salem) Section
Silverton Road
Marion County
P.E. Project No. M-1720(1)

Confirmation of your verbal authorization for the City of Salem to proceed with the relocation of their water facilities in conflict with this project as of March 25, 1985, is requested. A preliminary estimate of cost has been received from the City in the amount of $30,000. The final estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 25, 1985 is approved

William H. Kappus

William H. Kappus, Area Engineer

JMC:jr

cc: E. S. Hunter ✓
Don Trout
Pete Gonzalez
William G. Anhorn
Cliff Lehman
Jerry Miller

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

10,047

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Marges, LPU
Program Section

DATE: 3-22-85
324-1996

FROM: Richard T. Sjolander
Region Federal Aid Specialist

SUBJECT: Noise Mitigation Agreement
Lancaster Drive-Lardon Road
Silverton Road

Please prepare an agreement between the State, Marion County, and Salem Public Schools, District 24J.

The agreement should state that the State and County shall mitigate noise to Middle Grove Elementary School caused by the subject project. Mitigation will be is the form of storm windows and doors and a roof mounted ventilation system. The plans and specifications have been tentatively approved by Marion County and the School District.

The mitigation measures will be part of the FAU project.

RTS:lg

constructed via part of future contract
additional anticipated item

✓ who to DO WORK
✓ pay match $\leq$ St. Co.
✓ ident. in EIS ~~go~~ - noise study report.
✓ pay costS
✓ P $S <= appvd tentatively
✓ Liaison officer

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 26 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

SPECIAL PROVISIONS

INDEX

C.S.I. DIVISION	CONTENTS
Division 1	GENERAL REQUIREMENTS Applicable Drawings Applicable Standard Specifications Applicable Codes Inspections Plans Reviews and Permits Abbreviations Omissions Alternatives Submittals Materials and Equipment Project Closeout
Division 6	WOOD AND PLASTICS Rough Carpentry
Division 7	THERMAL AND MOISTURE PROTECTION Flashing
Division 8	DOORS, WINDOWS AND GLASS Wood Doors Storm Windows
Division 15	MECHANICAL Plumbing Ventilation System
Division 16	ELECTRICAL Ventilation Electrical System
PAYMENT	

End of Table of Contents

DIVISION I - GENERAL REQUIREMETNS

Applicable Drawings

The drawings which are applicable to the work on this project are Drg. Nos. 40455 and 40456.

Applicable Standard Specifications

The Standard Specifications which are applicable to the work on this project are the 1984 edition of the "Standard Specifications for Highway Construction".

All number references in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications bearing like numbers.

The Standard Specifications are available in Room 1, Transportation Building, Salem, OR 97310. Contact Fran Weaver, (503) 378-6293.

Applicable Codes

Building Code Requirements - All portions of all work involved under this contract shall comply with the current: State Uniform Building Code (UBC), the State Uniform Mechanical Code (UMC), the National Electrical Code (NEC), the State Plumbing Specialty Code (PSC), and such other ordinances as may be required by State or local building officials.

Where the contract documents are found to be in violation of, or in conflict with, the above codes or ordinances, the Contractor shall immediately notify the Project Manager, in writing, so that remedial action may be taken.

Inspections

Required Inspections - The Contractor shall make himself aware of, and request, all inspections that are required by State and local building officials. All requests shall be made with sufficient prior notice so that work will not be delayed.

No work shall be done on any part of the building or structure beyond the point indicated in each successive inspection without the approval of the building official in charge.

Special Inspections - In the event that special inspections, as described under the provisions of Section 306(a) of the UBC, are required, the State will employ a special inspector for such work.

Plans Reviews and Permits

Plans Reviews and Building Permits - As required to show compliance with Federal, State and local building codes.

The Contractor shall be responsible for and pay for all examinations, permits and/or inspections.

Abbreviations

The following abbreviations are added to subsection 101.01 of the Standard Specifications for Highway Construction.

A/E - Architect/Engineer of record
AGA - American Gas Association
AITC - American Institute of Timber Construction
AMCA - Air Moving and Conditioning Association
APA - American Plywood Association
ARI - Air-Conditioning and Refrigeration Institute
CSI - Construction Specifications Institute
DFPA - Douglas Fir Plywood Association
NFPA - National Fire Protection Association
NSF - National Sanitation Foundation
PM - Project Manager (for the State of Oregon)
PSC - Plumbing Specialty Code - State of Oregon
UBC - Uniform Building Code - State of Oregon Amended
UMC - Uniform Mechanical Code - State of Oregon Amended
WWPA - Western Wood Products Association

Omissions

Omissions of words or phrases such as "the Contractor shall", "according to plans", "as required", "furnish and install", "provide", "approved", "all", etc., shall be supplied by inference to complete the intent of the plans and specifications subject to the interpretation of the A/E. Items not specifically detailed or specified but necessary for a complete and satisfactory job shall be provided by the Contractor.

Alternatives

For convenience in designation on the plans, or in the specifications, certain articles or materials to be incorporated in the work may be designated under trade names or the names of manufacturers and their catalogue information. The use of an alternative or substitute article or material which is of equal quality and of the required characteristics for the purpose intended will be permitted, subject to the following requirements:

(a) The Contractor shall furnish all information necessary for proof of quality and suitability of proposed alternatives and substitutions. The A/E shall be the sole judge as to the quality and suitability of alternative and substitute articles or materials and his decision shall be final.

(b) Whenever the Contractor requests substitution of a similar or equivalent article or material, no tests or action relating to the approval thereof will be made until the request for substitution is made in writing by the Contractor, accompanied by complete data as to the equality and suitability of the material or article proposed. Such request shall be made after award of the contract and in ample time to permit approval without delaying the work.

(c) On factory finished products or finishing materials, color and/or finish shall be considered a valid basis for rejection or acceptance of the proposed substitute article or material.

Submittals

Schedule of Values - Before the first Application for Payment, Contractor shall submit to the PM a schedule of Values allocated to the various portions of the work, prepared in such form and supported by such data to substantiate its accuracy as the PM may require.

The "Schedule" will only be used to aid the PM in his determination of the value of the work completed for each partial payment under this contract.

The "Index" for the Special Provisions shall be the basis for the "Schedule" . Identify each line item and title of the Special Provisions sections.

Include in each line item a directly proportional amount for Contractor's Overhead and Profit.

Revise and update the schedule to include changes due to price agreements prior to application for payment.

Shop Drawings and Samples - Where specified, five sets of shop drawings and/or materials lists shall be submitted to the PM for approval. Submittals shall be made in ample time to avoid delay of the project.

Where samples are required the Contractor shall consult the PM for specific instructions.

Manufacturer's Special Tools, Data and Warranties - Prior to acceptance of work under the contract, the Contractor shall furnish and deliver to the PM the following:

(a) Manufacturer's special tools and accessories normally furnished by the manufacturer and which by their peculiar or specific nature and special design are particularly suited for convenient and expeditious adjustment, maintenance and repair of equipment, articles and materials incorporated in the work.

(b) Two sets of manufacturer's and dealer's installation instructions, parts lists, routine preventive maintenance and operation manuals, corrective maintenance instructions, drawings and other like data pertinent to the operation, maintenance and repair of equipment, articles and materials incorporated in the work.

(c) Manufacturer's and dealer's warranties and guaranties on the equipment, articles and materials incorporated in the work and which warranties and guaranties are normally available to purchasers. Such warranties and guaranties shall be made effective to Salem School District 24J as the purchaser.

Materials and Equipment

General - Deliver materials and equipment in their original factory carton or container with seals unbroken. Certificates of inspection, grade marks, stamps and labels shall be clearly visible on the product. The Contractor shall assume all responsibility for receipt and acceptance of materials at the jobsite.

Storage and Protection - On site storage of materials and equipment shall be in a location approved by the PM. The Contractor shall take all reasonable precautions to protect the stored materials and equipment against the elements, fire, vandalism, and theft.

Project Closeout

Cleanup of Building Site - Upon completion of the work, the Contractor shall remove all rubbish, excess materials, tools and equipment and shall leave the building vacuum clean with windows washed, floor coverings clean and polished and essentially ready for occupancy. In case of dispute concerning compliance with these provisions, the State shall remove the rubbish and other items and clean up the premises. The cost thereof will be deducted from the Contractor's earnings under this contract.

DIVISION 6 - WOOD AND PLASTICS

Scope - This work shall consist of the construction of Rough Carpentry as indicated on the plans and as specified herein.

Rough Carpentry

General - All lumber shall meet the requirements as set forth in the "Standard Grading and Dressing Rules No. 16" of the West Coast Lumber Inspection Bureau.

Grade Marks - Each piece of material shall show applicable inspection furnished with each shipment attesting conformance to specified grades.

Construction - Rough carpentry shall be constructed in accordance with the requirements of Section 2517 - "Conventional Construction Provisions" of the UBC except as indicated otherwise on the plans or in the special provisions.

Connectors and Fasteners - Timber connectors and fasteners shall meet the requirements of Section 2510 of the UBC and be of sufficient type and number to accomplish the intent of the plans. Minimum standards for nailing are indicated in Table 25-Q "Nailing Schedule" of the UBC.

Materials:

Curb (Ventilation Unit) - 2"x8", pressure treated.

Headers and Trimmers (Rafters and Joists) - 2"x6"-WCLIB 123-b, No. 1 structural joists and planks, F_b-1200, minimum.

Construction - Construct roof openings as required to allow proper installation of ventilation unit and ductwork. Use double headers and trimmers on all openings. Use sufficient nails, screws and bolts to achieve adequate and positive connection and anchorage of the work.

Construct ventilation unit curb so that the ventilation unit will set level.

DIVISION 7 - THERMAL AND MOISTURE PROTECTION

Scope - This work consists of the construction, installation or application of all flashing work as indicated on the plans and specified herein.

Flashing

General - Furnish all labor and materials for the installation of the flashing around the ventilation unit curb as shown on the plans and as specified herein.

Materials:

Black Plastic Cement - Johns-Manville Black Plastic Cement, Malarkey, Bird and Son or approved equal.

Asphalt Felt Flashing - Johns-Manville 15 Asphalt Saturated, Malarkey, Bird and Son or approved equal.

Sheet Metal Flashing - Galvanized steel, 24-gage.

Construction- Remove all loose material from the roof in the vicinity of the ventilation unit curb. Set the curb and cant in black plastic cement. Apply a coat of black plastic cement over the side of the curb and cant and over a sufficient area of existing roofing to accept the first layer of asphalt felt. Repeat for the next two layers of asphalt felt. Apply a coat of black plastic cement over the outside perimeter of the last layer of asphalt felt and set an asphalt felt strip as shown on the plans. Apply a coat of black plastic cement to the top edge of the curb and install the sheet metal flashing so that enough room is left under the exposed lip of the flashing for a future layer of roofing material.

DIVISION 8 - DOORS, WINDOWS AND GLASS

Scope - This work shall consist of the installation of Doors and Windows, as indicated on the plans and as specified herein.

Wood Door

Materials:

Wood Doors - The doors shall be 1-3/4" thick, flush, solid wood staved with medium density overlay skin suitable for painting. Solid lumber core wood doors with hardwood edges and particle board core are unacceptable. The size shall be nominal 3'-0"x7'-0", field verify. The standard of quality shall be Weyerhauser Model OSC-1.

Hardware - Use the hardware from the existing doors.

Installation:

Set all doors with required clearances to accommodate existing thresholds and weather stripping.

The doors shall be protected from damage and dampness both during and after delivery to the site.

Installation shall be in strict accordance with the manufacturer's recommendations and instructions.

Windows

General - Furnish and install storm windows as shown on the plans and as specified herein.

Materials:

Storm Windows - The storm windows shall be externally mounted, single-hung type. The frames shall be constructed from 6063 extruded aluminum. The moveable portion shall be weatherstripped. Finish shall be white, baked-on enamel.

Installation:

Verify window sizes by field inspection. Approximate sizes for use in bidding are:

4'x6' double hung - 5 total
4'x8' double hung - 10 total
4'x7' hopper - 6 total

Use silicone latex caulking around the frame for a good weather seal.

DIVISION 9 - FINISHES

Scope - This work shall consist of painting the new doors.

Painting

General - Consult the school principal for paint color.

Delivery, Storage and Handling - Deliver materials in original containers with manufacturer's labels intact and legible.

Store in a suitable location in accordance with label instructions.

Jobsite Conditions - Comply with paint manufacturer's recommendations concerning environmental conditions for proper application. Do not apply paint when surface or air temperatures are below 50°F. Do not apply exterior paint in rainy weather. Do not apply paint in areas where dust is being generated.

Protect the work of other trades and correct any paint related damage by cleaning, repairing, replacing or refinishing as directed by the PM.

Products - The following list of paint manufacturers are approved for this project.

Where materials from a firm listed below are proposed for use instead of those specified under "Materials", the Contractor shall submit a substitute materials list, accompanied by complete manufacturer's literature, within 60 days after award of the general construction contract. Five copies of all submittals will be required.

Approved Manufacturers

Dutch Boy
Fuller
Glidden
Miller
Norris
Pratt & Lambert
Pittsburgh
Rodda
Sherwin-Williams

Materials:

Acrylic Latex Semi-Gloss Enamel - Exterior/Interior. Approved products are Glidden, Y-5024, "Spray Day Lite"; Pittsburgh - 78-300, "Sun Proof"; Sherwin Williams - B42 Series "Metalatex".

Wood Primer-Backprime - Interior. Pittsburgh-white undercoater 6-755; Sherwin Williams, Wood primer - B49W2; or as recommended by topcoat manufacturer.

Inspection and Preparation:

Verify that spaces are clean, with surfaces free of foreign matter.

Surfaces shall be suitably dry and adequately protected from dampness.

Follow recommendations of paint manufacturer for allowable moisture for specific type surfaces.

Examine surfaces scheduled to receive paint and finishes for conditions that will adversely affect execution, permanence or quality of work and which cannot be put into an acceptable condition through preparatory work as specified. Report unsatisfactory conditions to General Contractor for correction.

Proceed with surface preparation and coating application only after conditions are suitable.

In addition to painting specified, sand and patch prime coats specified under other Sections if damaged or scratched.

Remove hardware and accessories, machined surfaces, plates, and similar items in place and not to be finish-painted, or provide surface-applied protection. Reinstall removed items.

Seal wood required to be job finished. Prime edges, ends, face, undersides and backsides.

Wood - Sand to smooth, even surface. Remove dust residue. Clean soiled surfaces, using alcohol wash where required.

Putty - Fill nail holes, cracks, open joints and other blemishes with putty compatible with finish system after priming coat has dried. Color putty to match finish.

Application:

Paint materials may be applied to doors with rollers or airless spray equipment.

Apply each coat evenly, without brush marks, skipped or missed areas, sags, runs or other blemish.

Where spray application is permitted, spray each coat without streaking, lapping or pile up of paint.

Apply each material at not less than the manufacturer's recommended spreading rate, to provide a total dry film thickness of not less than 5.0 mils for the entire coating system of prime and finish coats for three coat work.

Completed work shall match approved samples for color, texture and coverage. Remove, refinish or repaint work not in compliance with specified requirements.

Finish door edges, tops and bottoms to match faces.

Cleaning:

Remove spilled, splashed or spattered paint. Do not mar surface finish of item being cleaned. Leave storage space clean and in condition required for equivalent spaces in project. Produce a satisfactory finish by painting or repainting, as directed, surfaces from which paint spatters cannot satisfactorily be removed.

Wood Doors - Finish Schedule Primer and two coats of Latex Semi-Gloss Enamel.

DIVISION 15 - MECHANICAL

Scope - This work shall include furnishing and installing the materials for plumbing and a ventilation system.

General - Installation of all equipment shall be in conformance with the manufacturer's recommendations, the plans, these special provisions, the UBC, the UMC, the PSC, and the NEC. The codes shall supersede the plans and special provisions if conflict occurs.

Prior to installing any equipment, five copies of specifications for each item shall be submitted to the PM for approval. Submittals shall provide data concerning size, construction, CFM ratings, power requirements and similar pertinent data required by these special provisions.

Where equipment or material is specified to be installed in accordance with the manufacturer's recommendations, a copy of the manufacturer's installation procedures must be on the jobsite, available for consultation during the entire installation period of the specified equipment or material. The manufacturer's instructions are to be followed explicitly.

All tests and checks of equipment and controls shall be in accordance with the manufacturer's instructions.

All electrical equipment shall bear a "UL Listed" label.

The Contrator shall: pay for all permits, arrange for inspections in accordance with applicable codes, and furnish proof of compliance with rough-in requirements before any work is enclosed or covered. No payment will be made until proof of compliance with all codes are provided.

Plumbing

General - This work shall consist of furnishing and installing hot water heat piping.

Materials:

Pipe - All pipe shall be ASTM A53 schedule 40 standard black steel.

Fittings - All fittings shall be standard 125 lb. malleable iron, screwed.

Gate Valves - All gate valves shall be 125 lb. bronze body, solid wedge disc.

Unions - All unions shall be malleable iron, ground joint.

Pipe Insulation - All pipe insulation shall be in accordance with the UBC.

Installation:

Pipe - Install pipe from the boiler room in the basement to the heating coil in the ventilation unit on the roof. Pipe locations shown on the plans are approximate. Verify acceptable locations and connection points to existing hot water heating system by field inspection and concurrence with Salem School District 24J physical plant manager.

Valves and Unions - Gate valves shall be installed on the supply and return pipes at the heating coil and at the point of connection with the existing system. Unions shall be installed on the supply and return pipes between the gate valves and the heating coil.

Insulation - Apply insulation to both supply and return pipes in accordance with the UBC.

Existing Pipe Insulation - The existing pipe insulation contains asbestos fibers. The required penetrations for pipe connections shall be made in compliance with the State Occupational Safety and Health Code and the State Department of Environmental Quality.

Cleaning - Prior to connecting to the heating coil, the pipe lines shall be flushed and made free of any dirt or other foreign matter in the presence of, and to the satisfaction of, the PM.

Testing - All pipe, valves and fittings shall be tested for leaks before being covered. The test shall be made in the presence of the PM. The test pressure shall be maintained at 150 psi for a period not less than 4 hours without leaks. All pipe, fittings, joints, valves and other appurtenances shall be airtight under the test. Any leaks or defects shall be repaired or remedied and the tests repeated until the system is airtight and leakproof.

Miscellaneous Tests - All preliminary tests and checks of the equipment and controls shall be carried out in strict accordance with the manufacturer's instructions.

Ventilation System

General - This work shall consist of furnishing and installing: a roof mounted ventilation unit; duct work; supply diffusers; return grilles; controls; and system balancing.

Materials:

Ventilation Unit - The ventilation unit shall consist of: a fan section; a heating coil section; a cooling coil section; a face and bypass damper section; a vee filter/mixing box section; and an inlet hood.

Fan - The fan shall have a forward curved blade wheel capable of supplying 2400 cfm at 0.5 inches S.P. Discharge shall be downblast. The fan wheel assembly shall be statically and dynamically balanced. The shaft bearings shall be sized for a minimum life of 100,000 hours. The drive shall be V-belt with a cast iron, variable pitch diameter drive sheave. The motor and fan shall be internally spring isolated. Operation shall be on 240 volts, single phase.

Heating Coil - The heating coil shall be constructed of copper tubes having a minimum wall thickness of 0.025 inch. It shall be designed to produce a 75 °F air temperature rise with an entering water temperature of 140 °F, a 20 °F water temperature drop, and a face velocity of 500 FPM.

Cooling Coil Spacer - A spacer shall be provided in the ventilation unit for addition of a cooling coil at a later date.

Face and Bypass Damper - The face and bypass damper shall be internal. The damper shall be operated by a modulating motor.

Vee Filter - The filter shall be arranged in a single vee and have a minimum area of 2.5 sq.ft. The filter elements shall be 1 inch thick, replaceable type.

Mixing Box - The mixing box shall be equipped with parallel blade dampers. The dampers shall be operated by a modulating motor connected to both sets of dampers.

Inlet Hood - The inlet hood shall be equipped with an insect screen.

The ventilation unit shall be weatherproof and suitable for exterior service.

The standards of quality shall be:

Ventilation Unit - PACE Central Station Air Handler
Model No. A15-1-15

Modulating Motor - Honeywell Modutrol Model No. M945A

Air Duct, Rigid - Rigid duct shall be constructed from 1-inch glass fiber duct board having a minimum R value of 4. It shall meet Class 1 requirements of UL 181. All fittings shall be approved, spin-in type. Turning vanes are required on all elbows.

Air Duct, Flexible - Flexible duct shall incorporate a resilient core of continuous inner air barrier, glass fiber insulation, and a tough vapor barrier jacket. It shall have a minimum R value of 4 and shall meet Class 1 requirements of UL 181.

Supply Diffusers - The ceiling mounted supply air diffusers shall be square with contoured, step down face members. They shall be constructed of steel and shall have a white enamel finish. They shall be supplied with butterfly dampers. Sizes and quantities shall be as shown on the plans. The standard of quality shall be Hart and Cooley, Model No. 24.

The wall mounted supply air diffusers shall be rectangular, double-deflection with multi-shutter valves and 1/3 inch spaced fins. They shall be constructed of steel and shall have a white enamel finish. Sizes and quantities shall be as shown on the plans. The standard of quality shall be Hart and Cooley, Model No. 661.

Return Grilles - The return air grilles shall be rectangular with a 1/2 inch by 1/2 inch grid. They shall be constructed of aluminum and shall have a white enamel finish. Sizes and quantities shall be as shown on the plans. The standard of quality shall be Hart and Cooley, Model No. RE5.

Controls - The components of the ventilation unit shall be controlled as follows:

Fan - The fan shall be controlled by a two-position switch located in the secretary office. The switch shall turn the fan on and off and shall be so labeled. It shall be double pole, double throw. The standard of quality shall be Honeywell, Model S547A1005.

Face and Bypass Damper - The face and bypass damper shall be controlled to maintain a supply air temperature of 75°F when the ventilation unit is operated in cold weather and the existing hot water boiler is operating. The modulating, damper motor shall be controlled by a duct thermostat. The sensing bulb shall be installed in the airstream after the fan. The thermostat body shall be installed in the fan cabinet. The thermostat shall be a proportional temperature controller designed for modulating control of air temperature in ducts. It shall: be ambient temperature compensated; have an adjustable set point range of 0°F to 100°F; operate on 24 VAC; have a 5-foot copper capillary; have a fast response sensing element; and have a duct coil holder. The standard of quality shall be Honeywell, Model No. T991A1715 Proportional Temperature Controller.

Mixing Box Dampers - The mixing box dampers shall be controlled to maintain a 70°F mixed air temperature when the outdoor air temperature is below 80°F. When outdoor air temperature is above 80°F the dampers shall be positioned to provide minimum outside air and maximum recirculated air. When the fan is off, the outside air damper is to be totally closed. The modulating, damper motor shall be controlled by an economizer control package compatible with the motor. The economizer shall include a proportional mixed air temperature controller, an outdoor air changeover controller, a minimum position potentiometer, and a transformer. The standard of quality shall be Honeywell, Model No. W859C1040.

Installation:

Ventilation Unit - The ventilation unit shall be installed level on the curb with adequate room for access on all sides.

Air Duct, Rigid - The duct shall be assembled using staples and press-sensitive, glued tape. Provide duct hangers within six inches of each joint.

Balancing - Balance the supply air system to the air flow values shown on the plan. Adjust the fan output using the variable drive sheave to obtain adequate air flow. Air flow measurements shall be made with an instrument that totally covers the register and measures total air flow. Provide copies of the air balance sheets to the PM.

Controls - Install the fan control in the secretary office at a location agreed upon with the school principal.

DIVISION 16 - ELECTRICAL

Scope - This work shall include furnishing and installing the materials for the ventilation electrical system as shown on the plans and as specified herein.

General - Prior to installing any electrical equipment, five copies of specifications for each item shall be submitted to the PM for approval. Submittals shall designate where each item will be used and shall provide all pertinent data required by these special provisions.

All electrical materials and workmanship shall comply with the requirements of the plans, these special provisions, and the NEC. The code shall supercede the plans and special provisions if conflict occurs.

All tests and checks of equipment and controls shall be in accordance with the manufacturer's instructions.

All electrical equipment shall bear a "UL Listed" label.

The Contractor shall: pay for all electrical permits; arrange for inspections in accordance with applicable codes; and furnish proof of compliance with rough-in requirements before any work is enclosed or covered. No payment will be made until proof of compliance with all codes is provided.

Ventilation Electrical System

General - This work shall consist of furnishing and installing: a circuit breaker cabinet; circuit breakers; disconnect switch; motor starter; weatherproof outlet; conduit; and wire.

Materials:

Circuit Breaker Cabinet - The circuit breaker cabinet shall be 100A, 120/240 volt, single phase, 3 wire, single main disconnect. It shall have spaces for 20 one-inch wide plug-on circuit breakers. It shall be equipped with a 100A, bolt on main breaker and plug-on branch circuit breakers as detailed on the plans. Branch circuit breakers shall be rated at 10,000 AIC. The cabinet shall be NEMA 1 rated. It shall be surface mounted and shall be equipped with a door. The standard of quality shall be square "D" Cat. No. QO20M100 with a QOC20U100S cover and door.

Circuit Breaker, Existing Distribution Panel - The circuit breaker shall be 100A, 10,000 AIC. It shall be made by Cutler-Hammer and be suitable for mounting in a Cutler-Hammer Type MP 40 Panelboard.

Disconnect Switch - The disconnect switch shall provide positive interruption of the circuit. It shall be two-pole and shall have a current disconnect rating of 20A or greater. It shall be mounted in a NEMA 3R enclosure.

Motor Starter - The motor starter shall be a NEMA size 0. It shall be housed in a NEMA 1, surface mounted enclosure. The magnetic coil shall be capable of operating on 120 volts.

Weatherproof Outlet and Box - The outlet box shall be aluminum or steel, weatherproof, single gang capable of surface mounting. The cover shall be weatherproof, single gang. The receptacle shall be specification grade, 20A, 125V.

Conduit - The conduit inside the building shall be electrical metallic tubing. Conduit outside the building shall be rigid or intermediate metallic conduit. Fittings shall be compatible with the type of conduit.

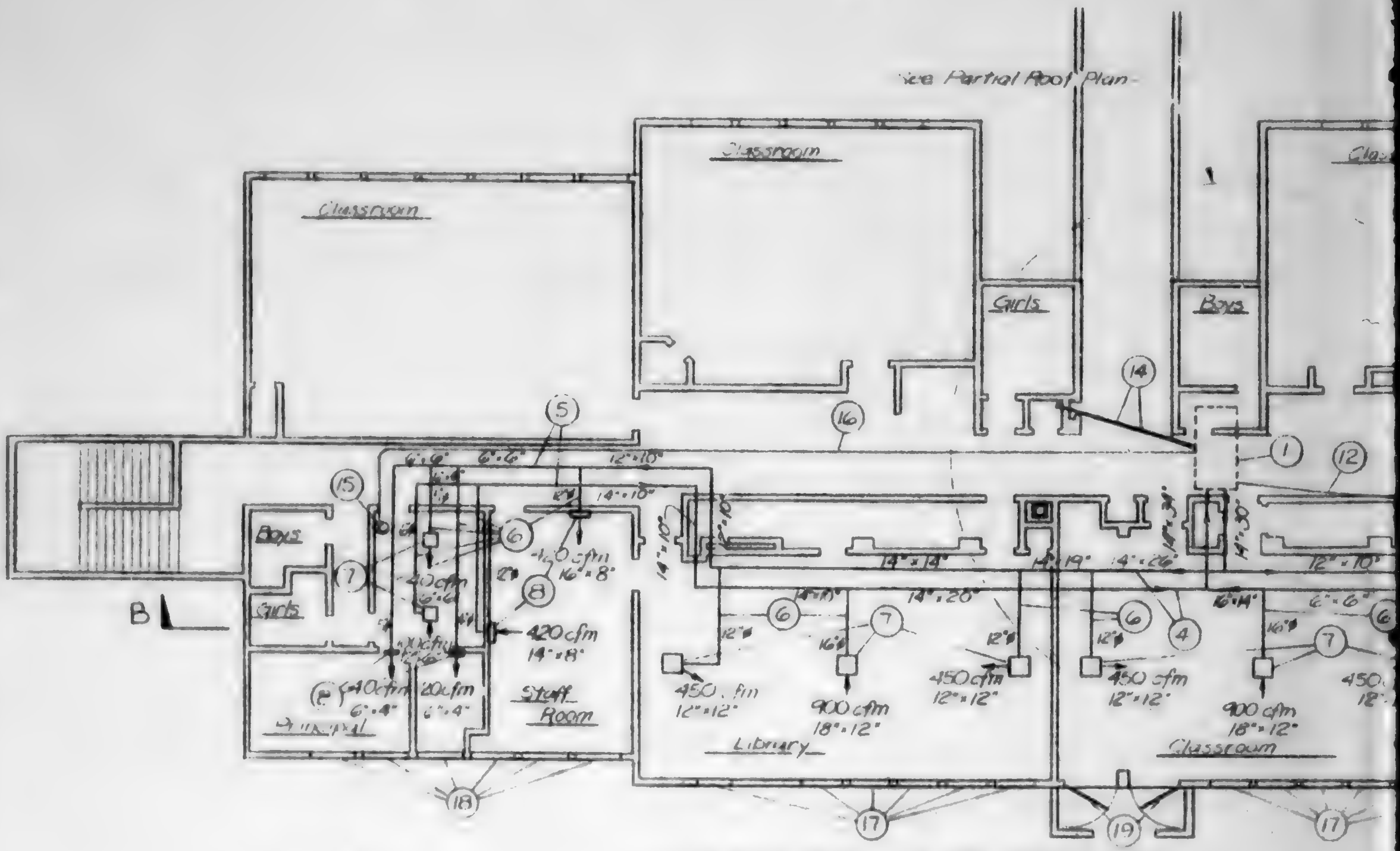
Wire - The wire shall be copper with type THHN or THWN insulation.

Payment

Payment for the installation of the ventilation system will be made at the contract lump sum amount for the pay item "Middle Grove School Ventilation System".

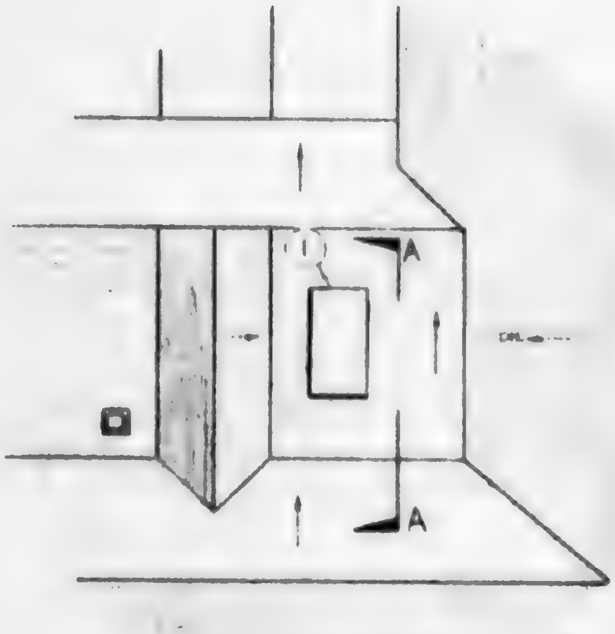
Payment for the above item will be full compensation for furnishing and placing all materials, including labor, equipment, tools, and incidentals necessary to complete all specified work.

*****


See Partial Roof Plan
Classroom
Classroom
Girls
Boys
Boys
Girls
Principal
Staff Room
Library
Classroom
B
①
④
⑤
⑥
⑦
⑧
⑫
⑭
⑮
⑯
⑰
⑱
⑲
6"×6"
6"×6"
12"×10"
14"×10"
14"×10"
14"×14"
14"×19"
14"×26"
14"×30"
14"×20"
16"×14"
6"×6"
12"×10"
420 cfm 16"×8"
420 cfm 14"×8"
40 cfm 6"×4"
20 cfm 6"×4"
450 cfm 12"×12"
900 cfm 18"×12"
450 cfm 12"×12"
450 cfm 12"×12"
900 cfm 18"×12"
12"φ
16"φ

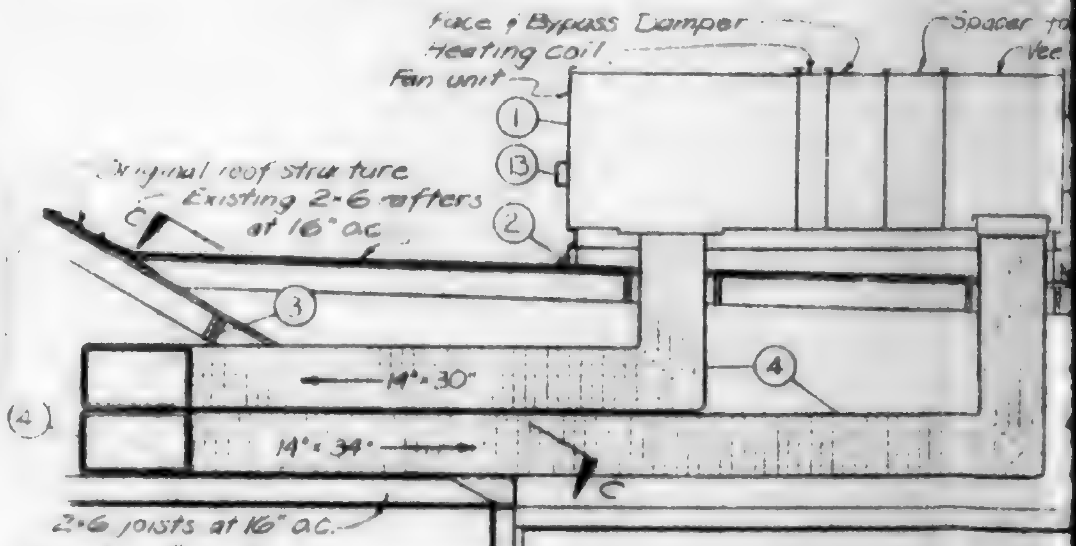
FLOOR PLAN W/ AIR DISTRIBUTION

Scale 1/8" = 1'-0"



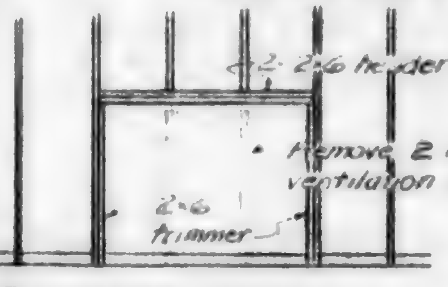
PARTIAL ROOF PLAN

scale 1/8" = 1'-0"


Face & Bypass Damper
Heating coil
Fan unit
Spacer fo
Vee
①
⑬
②
③
④
(4)
Original roof structure
Existing 2×6 rafters at 16" o.c.
C
C
14"×30"
14"×34"
2×6 joists at 16" o.c.

SECTION A-A

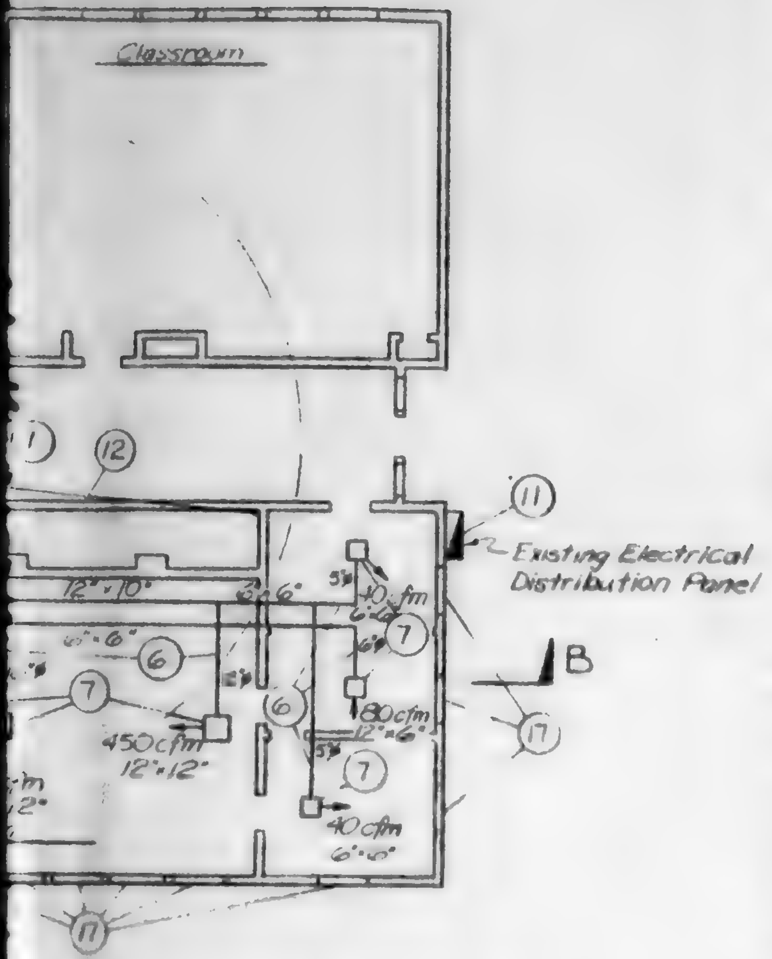
scale 1/8" = 1'-0"

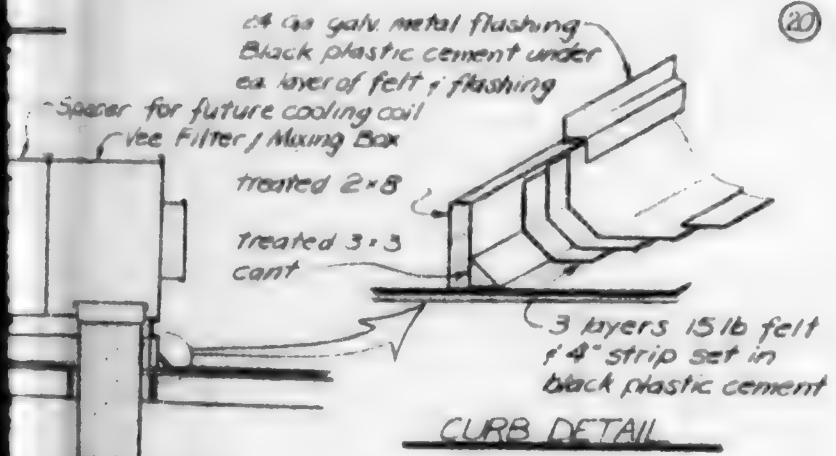

2-2×6 headers
Remove 2 rafters for ventilation ducts
2×6 trimmer

③ SECTION C-C

no scale

DATE


Classroom
1
12
11
Existing Electrical Distribution Panel
12"×10"
3"×6"
5"
40 cfm
6"×6"
7
6"×6"
6
6"
B
7
450 cfm
12"×12"
6
80 cfm
12"×6"
5"
7
17
40 cfm
6"×6"
11


24 Ga galv. metal flashing
Black plastic cement under ea. layer of felt & flashing
Spacer for future cooling coil
Vee Filter / Mixing Box
treated 2×8
Treated 3×3 cant
3 layers 15 lb felt & 4" strip set in black plastic cement

CURB DETAIL

no scale

WORK ITEMS

1. Install ventilation unit on roof
2. Construct curb for ventilation unit installation
3. Construct penetration through roof extension in attic
4. Install glass fiber board duct in attic
5. Install glass fiber board duct above suspended ceiling in hallway
6. Install insulated, flexible duct from main ducts to supply registers and return grilles.
7. Install ceiling mounted supply registers and return grilles.
8. Install wall mounted supply registers and return grilles.
9. Install 100 amp circuit breaker panel.
10. Install conduit and wire to existing distribution panel outside building.
11. Install 100 amp circuit breaker in existing distribution panel.
12. Install conduit and wire from circuit breaker panel to ventilation unit and duplex outlet on roof.
13. Install weatherproof duplex outlet on side of ventilation unit.
14. Install insulated 3/4" hot water supply and return pipes from boiler in basement to heating coil in ventilation unit on roof.
15. Install ventilation unit control in Secretary Office.
16. Install conduit and wiring from basement to Secretary Office. Install in attic and above suspended ceiling.
17. Install storm windows over existing wood, double hung windows. (15 total)
18. Install storm windows over existing hopper windows. (6 total)
19. Remove existing 3°×7° exit doors. (2 total) Install new exit doors. (2 total)
20. Install motor starter

Legend

→ L"×W" (D")	Ventilation duct with air flow direction shown. L"×W" is size of rectangular main duct. D" is size of flexible branch duct.
□→ "n" cfm L"×W"	Ceiling mounted supply diffuser or return grille (arrow reversed) showing air flow of "n" cubic feet per minute. L"×W" is size of diffuser or grille.
▯→ "n" cfm L"×W"	Highwall mounted supply diffuser or return grille (arrow reversed) showing air flow of "n" cubic feet per minute. L"×W" is size of diffuser or grille

DATE	REVISION	BY

Walter J. Hart
BRIDGE ENGINEER

Keith Ralph Johnston

APPROVED: Walter J. Hart
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER

K. Johnston
DESIGNED
K. Williams
DRAWN
J. S. Hansen
CHECKED
J.E. Chidsey 3-5-85
REVIEWED
J. E. Backstrand 3-5-85
REVIEWED

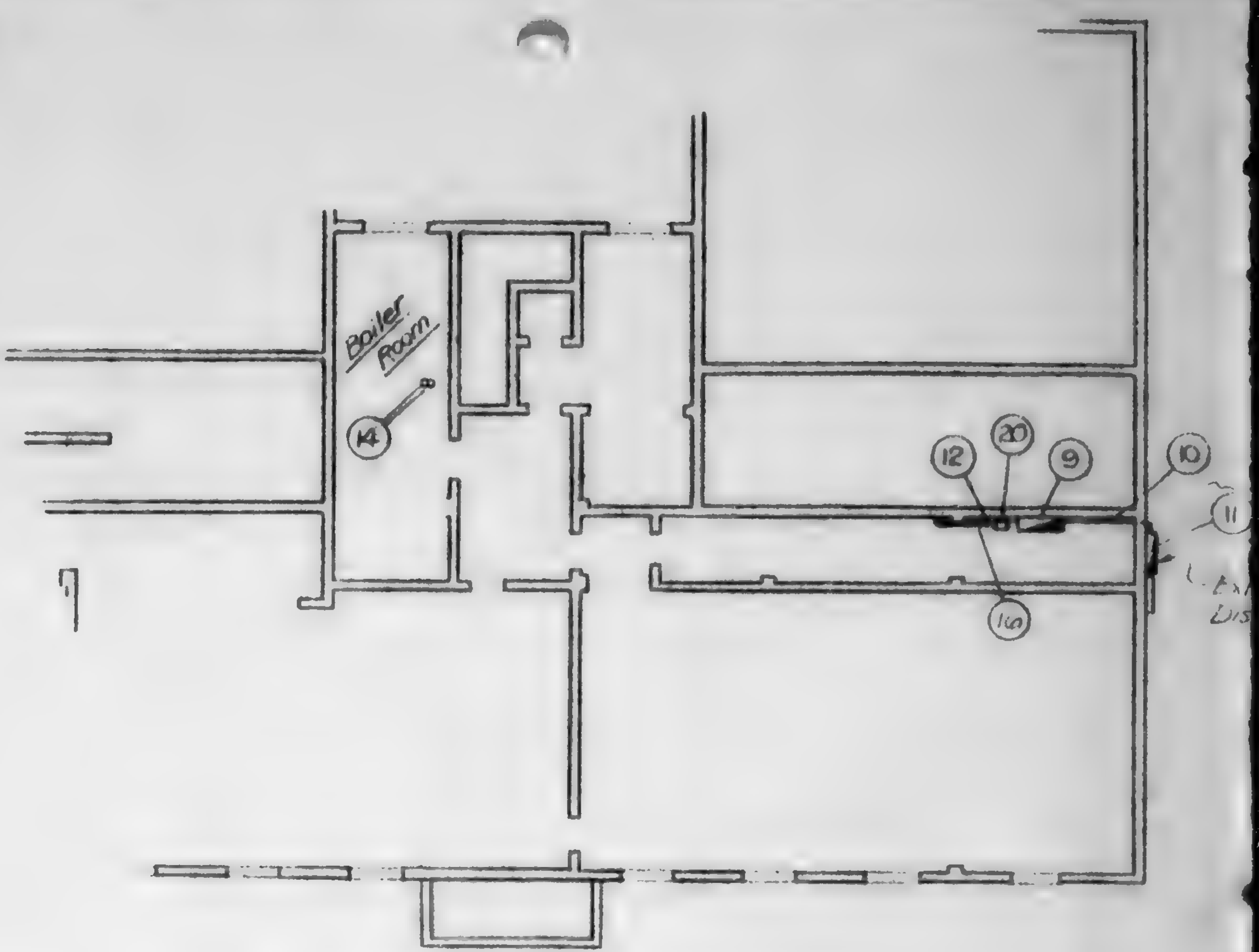
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

MIDDLE GROVE SCHOOL
VENTILATION SYSTEM
LANCASTER DR - LARDON RD. SEC.
SILVERTON ROAD MARION COUNTY

VENTILATION SYSTEM & DETAILS

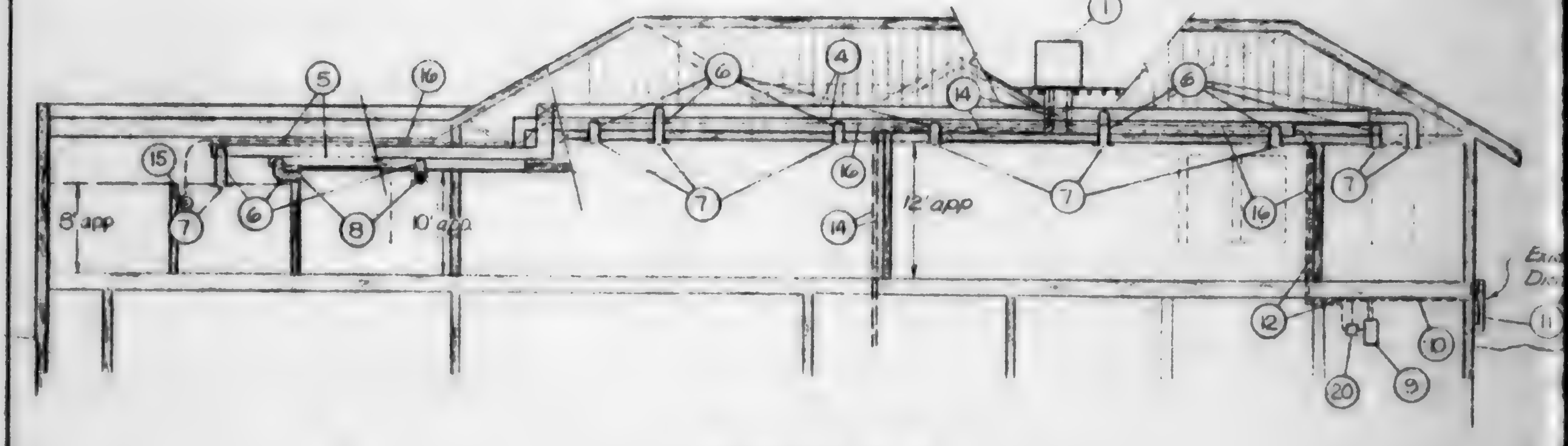
ACCOMPANIED BY DWGS. 40456

DATE FEB. 1985 CALC. BOOK 2049 SHEET 1 OF 2
BRIDGE NO. 16783 DRAWING NO. 40455


Boiler Room
14
12
20
9
10
11
16

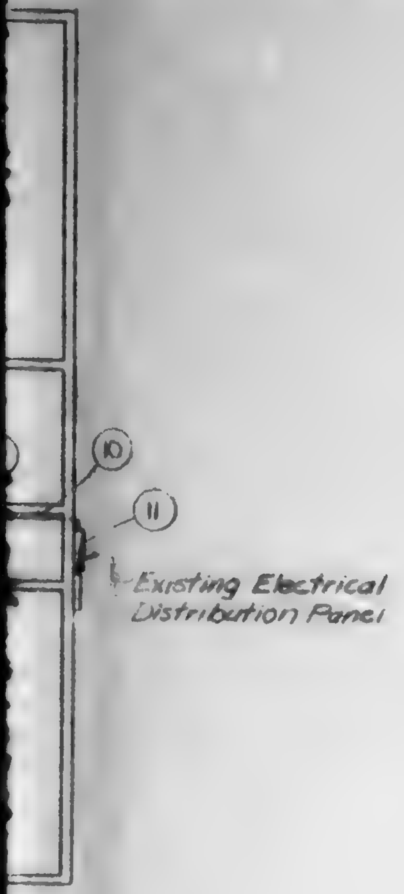
PARTIAL BASEMENT FLOOR PLAN

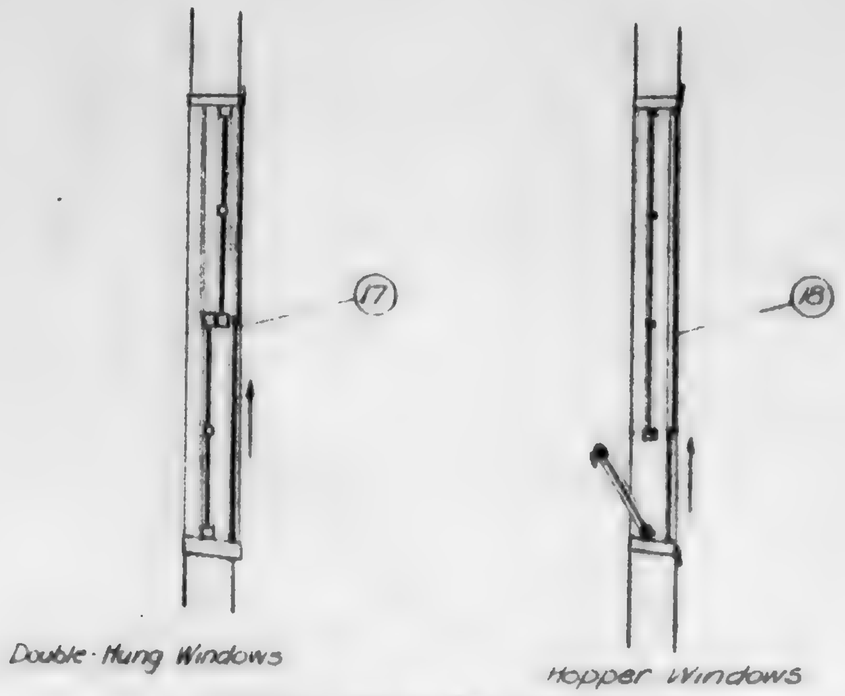
Scale 1/8" = 1'-0"


1
5
16
6
4
6
15
7
6
8
8' app
10' app
16
7
14
12' app
7
14
7
12
10
11
20
9

SECTION B-B

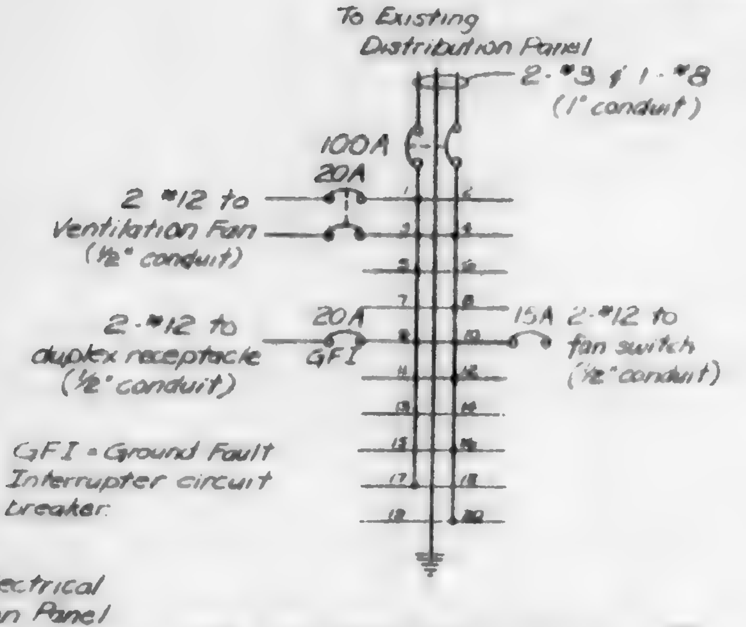
scale 1/8" = 1'-0"


10
11
Existing Electrical Distribution Panel

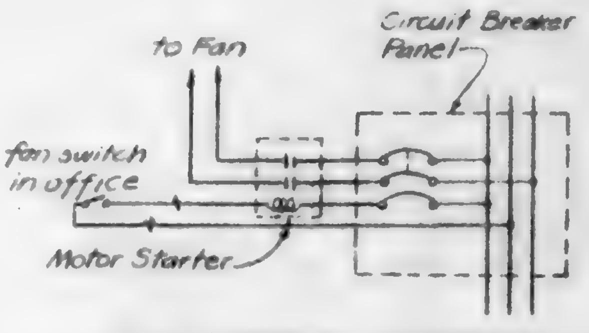

17
18
Double-Hung Windows
Hopper Windows

STORM WINDOW DETAILS

no scale


To Existing Distribution Panel
2-#3 & 1-#8 (1" conduit)
100A
20A
2-#12 to Ventilation Fan (½" conduit)
20A GFI
2-#12 to duplex receptacle (½" conduit)
15A 2-#12 to fan switch (½" conduit)
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20

GFI = Ground Fault Interrupter circuit breaker.


to Fan
Circuit Breaker Panel
fan switch in office
Motor Starter

FAN CONTROL SCHEMATIC

Existing Electrical Distribution Panel
11

CIRCUIT BREAKER PANEL (9)

DATE	REVISION	BY

APPROVED
BRIDGE ENGINEER PE NO. 8885
Keith Ralph Johnston
DESIGNED PE NO. 6632
K. Williams
DRAWN
J.S. Hansen
CHECKED
J.E. Chidsey 1-5-85
REVIEWED PE NO. 4474
J.E. Backstrand 1-5-85
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

MIDDLE GROVE SCHOOL
VENTILATION SYSTEM
SILVERTON ROAD, MARION CO.

VENTILATION, ELECTRICAL, & STORM WINDOW DETAILS

DATE Feb. 1985 CALC. BOOK 2049 SHEET 2 OF 2
BRIDGE NO. 16783 DRAWING NO. 40456

Con [illegible] 84
Marion
Sp

DATE: March 19, 1985

CON 21-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects
Salem Urbanized Area

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Salem urbanized area. Funds for this project are available from the withdrawal of the Salem Freeway (I-305) from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Lancaster Drive-NE Lardon Road, NE Section
Silverton Road NE (FAU 1720)
Marion County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Interstate Transfer Funds as they are authorized by the Mid-Willamette Valley Council of Governments.

cc Mid-Willamette Valley Council of Governments

bc H. S. Coulter
G. A. Potter
C. O. Fredrickson

JLG:bkb fn

10,647

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: March 14, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30155
Project IX-M-1720(5)
Lancaster Dr. N.E.-Lardon Rd. N.E. (Salem) Sec.
County (Silverton Rd. N.E.) Road
Marion County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 18, 1985.

Clearinghouse conclusions were previously forwarded.

DRH:bkb
Attachments
cc: W.G. Anhorn (Region 2)
General Files
G.E. Zehner (w/attach.)

Form 734-3122

#

Budget Bureau No. 41

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

March 14, 1985

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21: Co. Rd., Lancaster Dr. to E. 1.34 (65)	ADT	PRESENT: 15,300	FUTURE (66) (70): ----	YEAR (71) (72): ----	REGION: 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Gr., Dr., H-T Pave & Traf. Sig. 62	NATL. FOREST (63) (65)	F/A ROUTE NO. (60) (66)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73): 040	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23: IX-M-	NUMBER 7: 1720

CARD 4	CLASS OF FEDERAL FUNDS: Urban System		COUNTY NAME: Marion			
	NAME OF URBAN AREA 17-31: Salem		ROUTE NO.: U	FEDERAL-AID: 1720 UM (32)	STATE: Co. Rd. (36)	(37) U.: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (59)	(60) (66)	(67) (70)		
5					PE							
5					ROW		"Lancaster Dr. N.E.- Lardon Rd. N.E. (Salem) Sec."					
5					CONST (CODE) I000 Y031	(03) (12)	"IX" "M"	1.316	1,214,974 785,026	1,032,727 692,000*	---- 46,513	182,247 46,513
CARD 1	CODE 1	PREPARED BY: DRH					PROJECT TOTALS	1.316	2,000,000	1,724,727	46,513	228,760
1	14	PROGRAM APPROVAL DATES: 10-1-83 10-1-84							(16) (23)	(24) (30)		

*Fix Urban Funds

REMARKS
Additional Data: Item Nos. M
Project Nos. M-1720(1) & M-1
respectively.

Key #00330

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

March 14, 1985

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Lancaster Dr. to E. 1.34	ADT	15,300	----	----	10	Oregon	41	W32 177	30155

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
H-T Pave & Traf. Sig.						040		IX-M-	1720	(5)		

UNDS	COUNTY NAME	CODE
Urban System	Marion	047

A	ROUTE NO.	FEDERAL-AID	STATE	U.S.	PROGRAM STAGE
Salem	U	1720 UM	Co. Rd.	----	☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE									
ROW		"Lancaster Dr. N.E.- Lardon Rd. N.E. (Salem) Sec."							
CONST (CODE)			"IX"		1,214,974	1,032,727	----	182,247	(85%)
I000	(03)		"M"		785,026	692,000*	46,513	46,513	(88.15%)
Y031	(12)			1.316					
D BY DRH		PROJECT TOTALS		1.316	2,000,000	1,724,727	46,513	228,760	

APPROVAL DATES 10-1-83
10-1-84

*Fix Urban Funds

REMARKS
Additional Data: Item Nos. M-62 & 30155;
Project Nos. M-1720(1) & M-1720(3)
respectively.

-over

00330

Lancaster Dr. N.E.-Lardon Rd. N.E. (Salem) Sec.

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T Pave to provide four 12 ft. travel lanes (two each direction), 14 ft. continuous left turn median, 5 ft. bikeways both sides and curbs with sidewalks on the westerly 1.184 miles. The easterly 0.104 miles has 6 ft. bikeways with no curb or sidewalk; 2) construct commercial and residential driveways as directed; 3) install new traffic signal at 45th Ave. N.E. and revise traffic signal at Lardon Rd. N.E.; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-City Agreement No. 5614 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 3-31-76.

10,047

3-5-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 724

County Marion

Attention: Right-of-way Section

Subject: Federal Aid Project No. M-1720 (3) Prefix 224-2539

Project Name Lancaster Dr. N.E. - Lardon Rd. N.E. (Salem)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

- ☒ a. There has been no displacement of persons from residences, farms or businesses.

  OR

- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 5 day of March, 1985

County of Marion

Harry Carson
County Judge/Chairman

Gary A. Heer
Commissioner

Randall Franke
Commissioner

Certified By:
Douglas J. Smith
Regional Right-of-Way Supervisor
Date 3-22-85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

10,047

C-N 21-8
Marion

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

February 26, 1985

Fred Erickson
Room 222
Transportation Bldg.
Salem, Oregon 97310

RE: Silverton Road
Lancaster Dr-Lardon Rd.
Section

Dear Fred:

We appreciate the cooperation we have been receiving concerning the design of the subject project. The changes in sidewalk width to 5½ feet and 45th Avenue to three lanes were made remarkably quick.

The plans I delivered on February 15, 1985, show the construction of the 45th Avenue Pedestrian Path. Marion County Road Department is responsible for the grading and pipe work. The asphalt surface will be done by others. All the work should be accomplished within 2 months; therefore, we will not impact the Federal Aid Project.

I reviewed the latest set of plans, 1-31-85, you sent me and offer the following comments. Please change the plans to show all driveways with the 36" flare. We have reconsidered our request to use Marion County Residential Standard driveway dimensions, because of the urban character of the street and the changing land use.

Through negotiations, we have changed locations of several driveways shown on the plans. I have attached a list of driveway locations and highlighted in yellow those that I believe need to be changed.

We are continuing to negotiate with the property owner on the south side of Silverton Road at 45th Avenue. I have asked Jim Phau to include the traffic signal loops for a through and left lane, and a right-turn lane in the signal easement we are acquiring. The paving of the driveway will be done by the property owner.

RECEIVED
ROAD DESIGN
SECTION

..... RDE .....
1 FDE .....
..... LE .....
..... SE .....
..... IPC .....
..... PDE .....
..... LFE .....
..... GTE .....
..... BPC .....
..... FDS .....
..... CA .....
Copy All .....
Return To ..... F.E.
B/U..../..../....

We want to make sure the construction schedule calls for completing the road work in one season. We believe the paving should be done by October 31, 1985. Dual completion dates and special provisions concerning working on Saturdays, and driveway construction similar to those incorporated in North River Road, Chemawa-Greenwood Drive Section, shall be included for this project.

If we can be of any help in keeping this project on schedule, please call me.

Sincerely,

Byron D Meadows

Byron Meadows
Senior Civil Engineer

BM:dc

cc: Doug Luth
Rick Sjolander

0220feosh.bdm

SILVERTON ROAD
DRIVEWAY LOCATIONS & WIDTH

File No.	Station	Left or Right	Width
51634	1+80	Left	28'
51635	1+80	Left	28'
51636	2+46	Left	18'
51637	-	Left	-
51638	4+85	Left	16'
51639	5+55	Left	16'
51640	6+00	Left	20'
	6+80	Left	28'
51641	7+92	Left	28'
51642	7+92	Left	28'
51643	7+92	Left	28'
51644	9+65	Left	20'
51645	10+15	Left	16'
	12+22	Left	16'
51646	2+12	Right	40'
	4+17	Right	33'
51647	5+45	Right	40'
	6+58	Right	16'
	7+45	Right	40'
	8+55	Right	16'
51648	8+85	Right	16'
	10+18	Right	28'
	11+07	Right	28'
51649	16+65	Left	28'
51650	17+80	Left	24'
	18+50	Left	24'
51651	19+73	Left	16'
51652	21+72	Left	34'
51653	13+17	Right	16'
51654	13+67	Right	16'
51655	-	Right	-
51656	17+75	Right	28'
	18+85	Right	28'
51657	20+37	Right	28'
	20+72	Right	16'
51658	21+70	Right	20'
51659	23+78	Right	28'
51660	25+60	Right	40'
51661	-	Left	-
51662	-	Left	-
51663	30+71	Left	16'
51664	33+32	Left	28'
51665	37+19	Left	28'
51666	37+65	Left	16'
	38+15	Left	16'
51667	38+70	Left	16'
51668	39+95	Left	16'
51669	42+04	Left	16'
51670	42+45	Left	16'

File No.	Station	Left or Right	Width
51671	44+80	Left	20'
51672	45+38	Left	16'
51673	46+10	Left	16'
51674	26+45	Right	28'
	27+20	Right	28'
51675	30+11	Right	28'
51676	33+53	Right	28'
51677	34+55	Right	28'
	35+10	Right	28'
	45+80	Right	28'
51678	36+25	Right	16'
51679	36+93	Right	28'
51680	38+25	Right	28'
	38+77	Right	28'
51681	40+00	Right	28'
	41+35	Right	16'
51682	42+35	Right	28'
	43+76	Right	28'
	43+65	Right	16'
51683	45+80	Right	28'
51684	-	Left	-
51685	-	Left	-
51686	-	Left	-
51687	52+10	Left	28'
	53+80	Left	28'
51720	55+30	Left	28'
51721	-	Left	-
51722	57+45	Left	16'
	58+78	Left	16'
51723	-	Right	-
51724	59+40	Left	16'
	59+95	Left	16'
51725	60+59	Left	20'
51726	-	Left	-
51727	61+60	Left	14'
51728	67+62	Left	12'
	68+03	Left	12'
51729	68+94	Left	22'
51730	-	Left	-
51731	48+10	Right	16'
51732	49+25	Right	28'
	50+05	Right	28'
51733	51+26	Right	28'
51734	69+20	Right	16'
	70+70	Right	16'
53544	32+45	Left	28'
53654	20+50	Left	28'
53855	31+40	Right	28'
53878	33+35	Left	24'
Marion Co.	62+90	Left	28'

0121drive.wrm

10,047

Form 734-3106

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Lancaster Dr. – Lardon Rd., Silverton Rd.

Made by G 2-15 1985 Checked by .... 19 .... Backchecked by .... 19 ....

2-15-85

This FAU project is now estimated to cost $1,930,000. Marion County has received FAI-X funds to supplement FAU funds to construct this project. (sixth amendment to the Memorandum of Understanding)

The Urban System Agreement dated 3-31-76 covers funding arrangements for FAU funding only. A supplement to this agreement is required, whereby a fixed amount of FAU funds is identified with equal share of match by County & State and the remaining costs funded with FAI-X funds at 85 percent with 15% match provided by County.

Discussed this proposal with Byron Meadows of County and Richard Schmid of MWV-COG. Richard said $38,000 of FAU funds must be reserved, for Alternate Modes Program #3, from existing ($730,000±) FAU funds. The FAU funds available for Silverton Rd. Construction is $692,000.

G

10,047

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

February 11, 1985

REGION 2 OFFICE
RECEIVED
FEB 15 1985
RLO ..... ROS ...
RE ..... RCE ..... RME ..... RCM .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR ....

Rick Sjolander
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State Street S.E.
Salem, Oregon 97310

RE: Silverton Road
Lancaster Dr-Lardon Rd. Sec.

Dear Rick:

We have reviewed the proposed signing plans for the subject project. A copy is attached that is approved as noted.

a) The mailbox turnouts should have a single "No Parking, Mailbox Turnout sign."

b) The street name signs at 45th Avenue and at Cordon Road should be mounted on the signal pole rather than the mast arm.

c) The designation sign at Hollywood Drive should be eliminated.

d) The references to Hazelgreen Road should be deleted from signs 2, 6 & 9.

e) The location of the lane ends sign and the bike lane sign for eastbound Silverton Road, just east of Cordon Road should be exchanged.

We appreciate the opportunity to review the signing plans, if there are any further questions, please call me.

Sincerely,

Byron Meadows

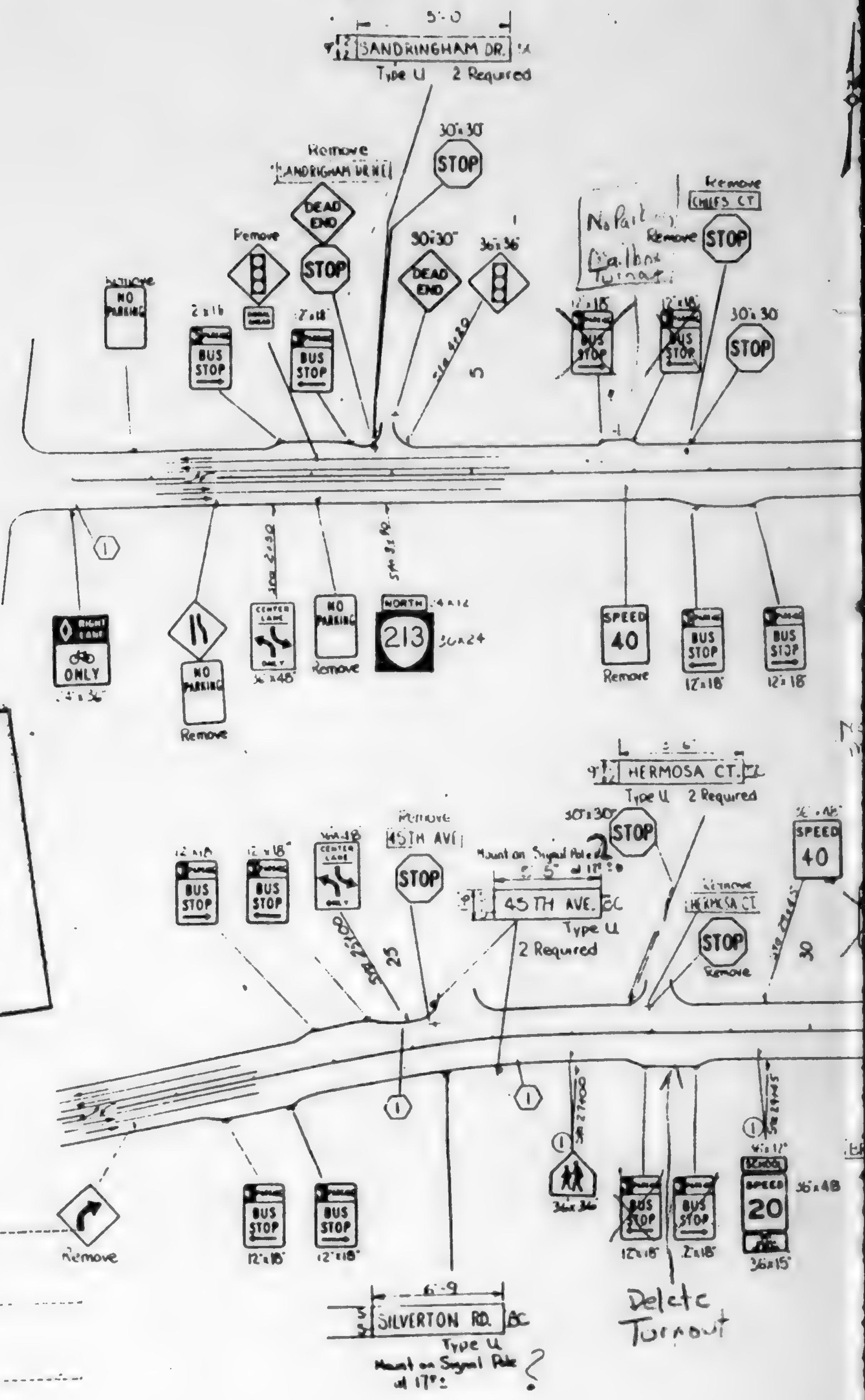
Byron Meadows
Senior Civil Engineer

2-21-85
Original signed
Plans sent to Traffic.
by Rick S. lz

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 20 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

BM:dc

Attachment
cc: Board of Commissioners
0208rsosh.bdm



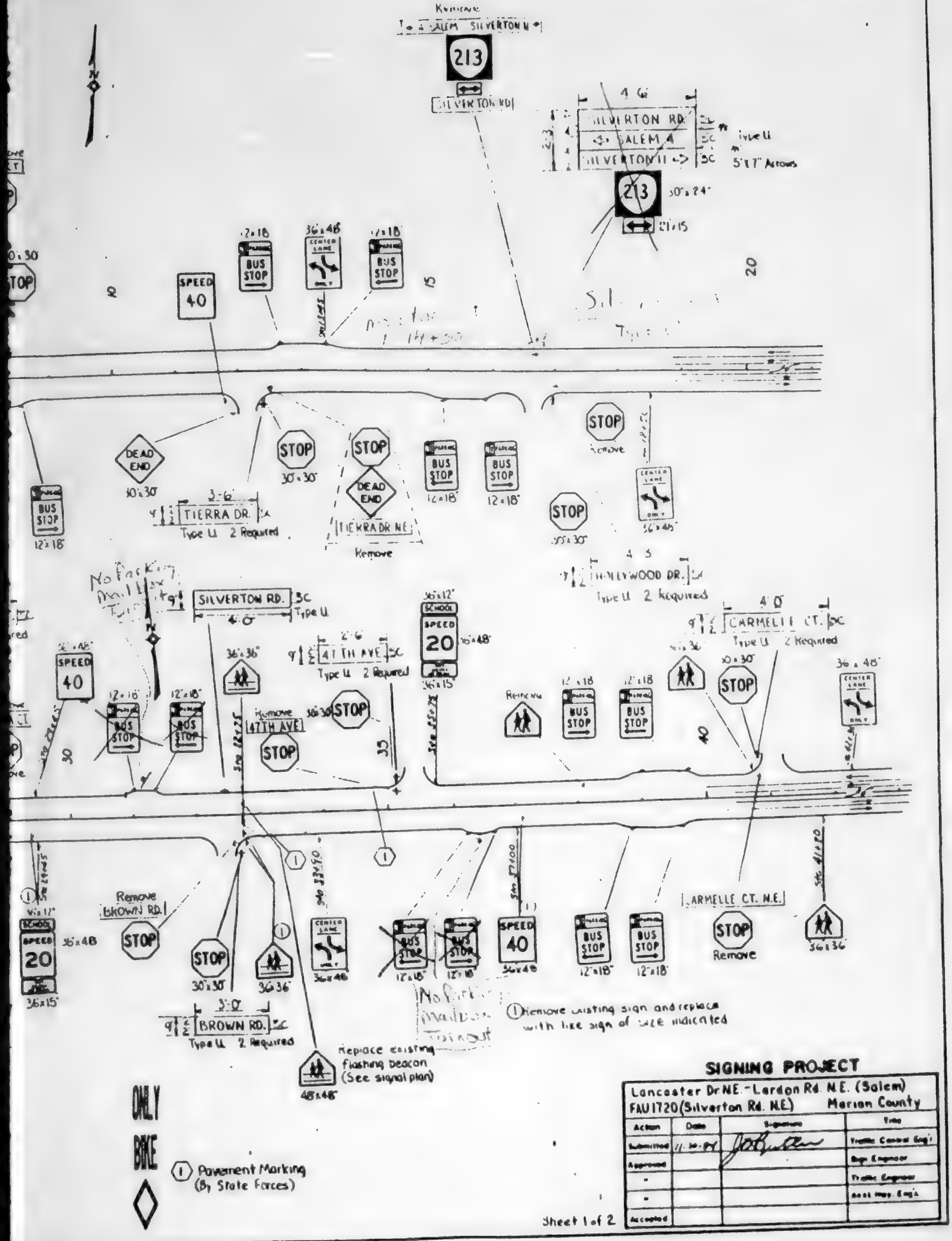
5'-0
SANDRINGHAM DR.
Type U 2 Required
Remove
SANDRINGHAM DR.
30"x30"
STOP
DEAD END
STOP
Remove
30"x30"
DEAD END
36"x36"
NO PARKING
BUS STOP
BUS STOP
No Parking Mailbox Turnout
Remove
CHIEFS CT
Remove
STOP
BUS STOP
BUS STOP
30"x30"
STOP
RIGHT LANE ONLY
NO PARKING
Remove
CENTER LANE ONLY
36"x48"
NO PARKING
Remove
NORTH
213
30x24
SPEED 40
Remove
BUS STOP
12"x18"
BUS STOP
12"x18"
HERMOSA CT.
Type U 2 Required
30"x30"
STOP
Remove
45TH AVE
STOP
Mount on Signal Pole at 17'±0
45TH AVE.
Type U
2 Required
BUS STOP
BUS STOP
CENTER LANE ONLY
25
HERMOSA CT
STOP
Remove
SPEED 40
30
1
1
1
1
1
BUS STOP
12"x18"
BUS STOP
12"x18"
Remove
36"x36"
BUS STOP
12"x18"
BUS STOP
12"x18"
SCHOOL SPEED 20
36"x48"
36"x15"
Delete Turnout
6'-9
SILVERTON RD.
Type U
Mount on Signal Pole at 17'±?

APPROVED
As Noted
Marion County
Department of Public Works
By
Date 2/14/85

APPROVED 2/11/85
DATE

COMMISSIONER

COMMISSIONER

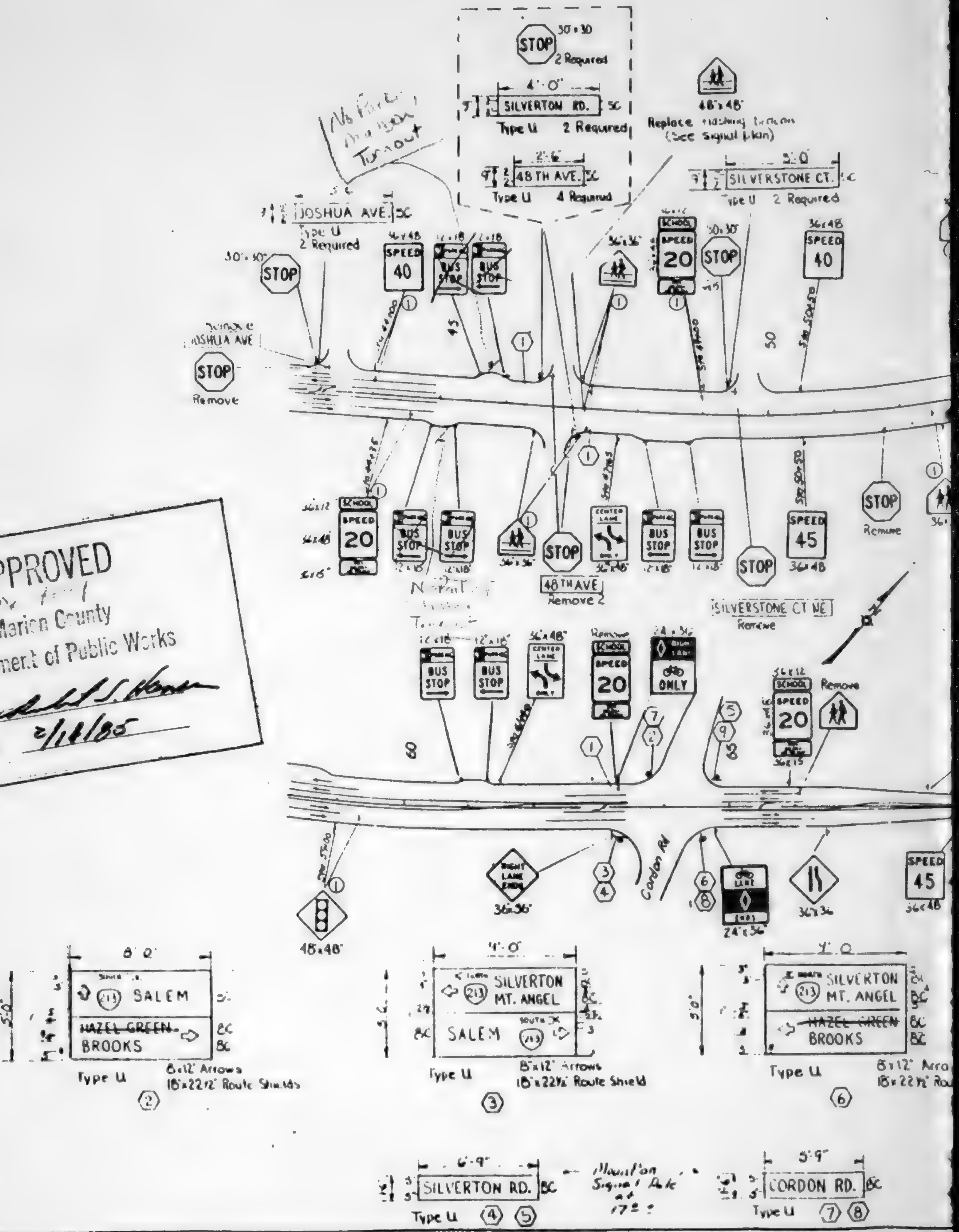

Remove
SALEM SILVERTON
213
SILVERTON RD
4' 6"
SILVERTON RD.
SALEM 4
SILVERTON 11
3C
Type U
5" x 7" Arrows
213
30" x 24"
21 x 15
20
12 x 18
BUS STOP
36 x 48
CENTER LANE ONLY
SPEED 40
STOP
30 x 30
DEAD END
30 x 30
3'-6"
TIERRA DR.
Type U 2 Required
TIERRA DR. NE
Remove
12 x 18
Remove
4' 3"
HOLLYWOOD DR.
Type U 2 Required
No Parking Mail Box Turnout
SILVERTON RD.
4' 0"
3C
Type U
36 x 48
SPEED 40
36 x 36
2' 6"
47TH AVE
Type U 2 Required
36 x 12
SCHOOL
SPEED 20
36 x 48
36 x 15
Remove
47TH AVE
36 x 36
4' 0"
CARMELLE CT.
Type U 2 Required
Remove
30
35
40
Remove
BROWN RD.
SCHOOL
SPEED 20
36 x 48
36 x 15
30 x 30
36 x 36
3' 0"
BROWN RD.
Type U 2 Required
36 x 48
12 x 18
SPEED 40
36 x 48
No Parking Mailbox Turnout
CARMELLE CT. N.E.
Remove
36 x 36
① Remove existing sign and replace with like sign of size indicated
Replace existing flashing beacon (See signal plan)
48 x 48
ONLY
BIKE
① Pavement Marking (By State Forces)

Sheet 1 of 2

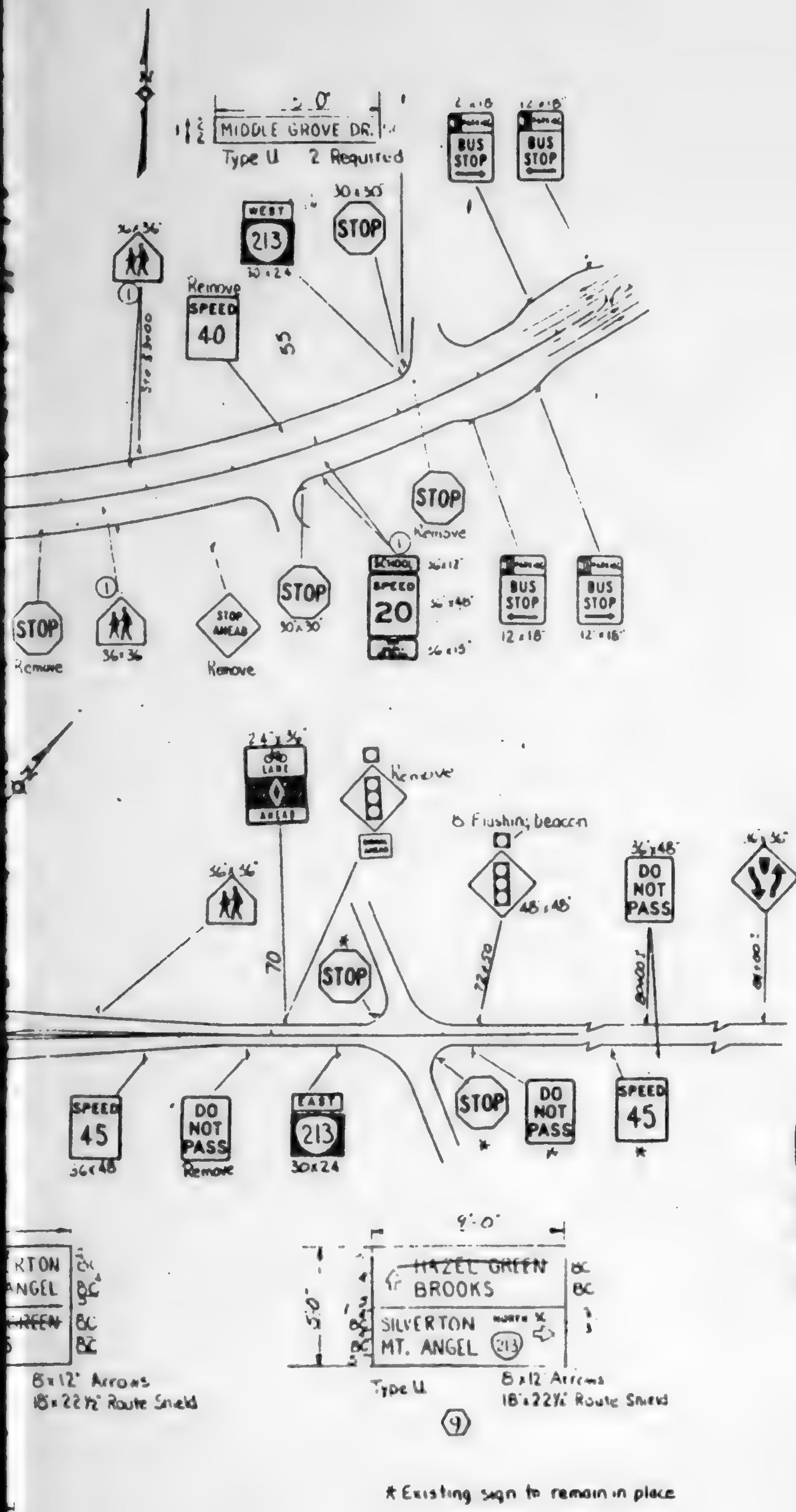
SIGNING PROJECT

Lancaster Dr. NE. – Lardon Rd. N.E. (Salem)
FAU 1720 (Silverton Rd. N.E.) Marion County

Action	Date	Signature	Title
Submitted	11-30-84		Traffic Control Eng'r
Approved			Rgn Engineer
"			Traffic Engineer
"			Asst Hwy. Eng'r
Accepted			


STOP 30"x30" 2 Required
4'-0" SILVERTON RD. SC Type U 2 Required
2'-6" 48TH AVE. SC Type U 4 Required
48"x48"
Replace flashing beacon (See signal plan)
5'-0" SILVERSTONE CT. SC Type U 2 Required
No Parking Bus Turnout
JOSHUA AVE. SC Type U 2 Required
30"x30" STOP
SPEED 40 36x48
BUS STOP 12x18
SCHOOL SPEED 20
STOP 30x30
SPEED 40 36x48
Remove JOSHUA AVE
STOP Remove
45
50
SCHOOL SPEED 20
BUS STOP
STOP
CENTER LANE ONLY
48TH AVE Remove 2
STOP
SPEED 45 36x48
SILVERSTONE CT NE Remove
STOP Remove
No Parking Bus Turnout
BUS STOP 12x18
CENTER LANE ONLY 36x48"
Remove SCHOOL SPEED 20
24x36 RIGHT LANE BIKE ONLY
SCHOOL SPEED 20 Remove
80
85
RIGHT LANE ENDS 36x36"
Cordon Rd
BIKE LANE ENDS 24"x36"
36x36
SPEED 45 36x48
48x48"
8'-0" 5'-0" 213 SALEM ~~HAZEL GREEN~~ BROOKS Type U 8x12" Arrows 18"x22½" Route Shields ②
4'-0" 3'-6" 213 SILVERTON MT. ANGEL SALEM 213 Type U 8"x12" Arrows 18"x22½" Route Shield ③
4'-0" 5'-0" 213 SILVERTON MT. ANGEL ~~HAZEL GREEN~~ BROOKS Type U 8x12" Arrows 18"x22½"
⑥
6'-9" SILVERTON RD. BC Type U ④ ⑤
Mountain Signal Pole at 17'
5'-9" CORDON RD. BC Type U ⑦ ⑧

APPROVED
As Noted
Marion County
Department of Public Works
By
Date 2/14/85


2'-0"
1 1/2'
MIDDLE GROVE DR.
Type U 2 Required
12x18
BUS STOP
12x18
BUS STOP
30x30
STOP
WEST
213
30x24
36x36
①
Remove
SPEED 40
55
STOP
Remove
①
STOP
Remove
36x36
STOP AHEAD
Remove
STOP
30x30
SCHOOL
SPEED 20
36x12"
36x48"
36x15"
BUS STOP
12x18"
BUS STOP
12"x18"
24"x36"
LANE
AHEAD
Remove
SIGNAL AHEAD
8 Flashing beacon
36"x36"
48"x48"
36"x48"
DO NOT PASS
36"x36"
70
STOP
SPEED 45
36x48
DO NOT PASS
Remove
EAST
213
30x24
STOP
DO NOT PASS
SPEED 45
9'-0"
5'-0"
HAZEL GREEN
BROOKS
SILVERTON
MT. ANGEL
NORTH
213
BC
Type U
8x12 Arrows
18"x22½" Route Shield
⑨
RTON
ANGEL
GREEN
BC
8x12" Arrows
18"x22½" Route Shield
BC

* Existing sign to remain in place

① Remove existing sign and replace with like sign of size indicated

① Pavement Marking (By State Forces)

Sheet 2 of 2

SIGNING PROJECT

Lancaster Dr. N.E.-Larden Rd. N.E. (Salem)
FAU1720 (Silverton Rd. N.E.) Marion County

Action	Date	Signature	Title
Submitted	1-3-81		Traffic Control Eng'r.
Approved			Sign Engineer
"			Traffic Engineer
"			Asst. Hwy. Eng'r.
Accepted			

10,217

Con 21-4
[illegible]
- Sp

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 17, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

RECEIVED
STATE HWY ENGR
DEC 21 '84
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Federal Participation Eligibility Date
Telephone Facilities Adjustment
Pacific Northwest Bell Telephone Co.
Lancaster Dr. - Larden Rd. Section
Silverton Road
Marion County
Project No. M-1720(1)

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company (PNB) to proceed with the relocation of their buried telephone facilities in conflict with this project as of December 17, 1985 is requested. An estimate of cost has been received from PNB in the amount of $10,838. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

NOTED
E. S. HUNTER

Advanced authorization date of
December 17, 1984 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC:jr
cc: E. S. Hunter ✓
W. F. Cobine
Pete Gonzalez
William G. Anhorn
Cliff Lehman
Jerry Miller

RECEIVED
DEC 21 1984
RR & UTILITY UNIT

ENV 7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 14, 1984

NOTED
E. S. HUNTER

Byron Meadows
Department of Public Works
Marion County
220 High Street
Salem, OR 97301

RE: Lancaster Drive - Lardon Road
Silverton Road
Marion County
Proposed Noise Mitigation

Dear Mr. Meadows:

We have received a letter from Mr. William Paulus of Paulus and Callaghan, representatives for the Salem School District. He indicates that there are no plans to close Middle Grove Elementary School. A copy of the letter is attached. I trust this confirmation is adequate to meet your needs. We will proceed with construction plans and contract specifications assuming noise mitigation as recommended in the noise study report.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

RECEIVED
STATE HWY ENGR
DEC 17 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CMG:JNS:lm

Attachment

cc: E. S. Hunter
D. O. Christensen
Bill Anhorn
Donald Ayriss

Form 734-3122

ENV 7

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

November 15, 1984

NOTED
E. S. HUNTER

Byron Meadows
Department of Public Works
Marion County
Salem, OR 97310

RE: Lancaster Dr. - Lardon Rd.
Silverton Road
Marion County
Proposed Noise Mitigation

Dear Mr. Meadows:

The noise study report dated August 1984 proposes the installation of a ventilation system and storm windows to mitigate traffic noise impacts at Middle Grove Elementary School. This recommendation was based upon talks with Jennifer Billman, the school principal, and Tom Baker, the maintenance supervisor of the school district. They both indicated that the school had been recently remodeled and that the current plans are for it to remain open.

Your letter dated October 22, 1984, states that negotiations with Donald Ayriss of the school district has not produced any information concerning the future use of the school. We will contact Mr. Ayriss and ask him for confirmation that the school district plans to leave Middle Grove Elementary School open and that there are no current plans to close the school. Noise mitigation will not be included in the highway project without this confirmation.

RECEIVED
STATE HWY ENGR

NOV 20 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

The project is scheduled for a March 1985 contract letting date. This issue must be resolved in the near future to insure that the construction plans and contract specification documents are prepared in time for the scheduled letting date.

Yours truly,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, Oregon 97310

CMG:dm

cc: E. S. Hunter
Ted Litchfield
Donald Ayriss

ENV 7

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 15, 1984

Donald Ayriss
Salem School District
1309 Ferry S.E.
Salem, OR 97301

RE: Proposed Noise Mitigation
Lancaster Drive - Lardon Road
Silverton Road
Marion County

Dear Mr. Ayriss:

The noise study report dated August 1984 proposes the installation of a ventilation system and storm windows to mitigate traffic noise impacts at Middle Grove Elementary School. This recommendation was based upon talks with Jennifer Billman, the school principal, and Tom Baker, the maintenance supervisor of the school district. They both indicated that the school had been recently remodeled and that the current plans are for it to remain open.

Marion County wants a confirmation that the school district plans to leave Middle Grove Elementary School open and that there are no current plans to close the school. Noise mitigation will not be included in the highway construction project without this confirmation.

The confirmation should be received by December 31, 1984, to insure that construction plans and contract specification documents are prepared in time for the March 1985 contract letting date.

NOTED
E. S. HUNTER

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

RECEIVED
STATE HWY ENGR
NOV 16 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CMG:SL:lm
cc: E. S. Hunter
Ted Litchfield
Byron Meadows
Jennifer Billman

Form 734-3122

10,047

CON 21-8t
Marion
Lp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 14, 1984

Byron Meadows
Department of Public Works
Marion County
220 High Street
Salem, OR 97301

RE: Lancaster Drive - Lardon Road
Silverton Road
Marion County
Proposed Noise Mitigation

Dear Mr. Meadows:

We have received a letter from Mr. William Paulus of Paulus and Callaghan, representatives for the Salem School District. He indicates that there are no plans to close Middle Grove Elementary School. A copy of the letter is attached. I trust this confirmation is adequate to meet your needs. We will proceed with construction plans and contract specifications assuming noise mitigation as recommended in the noise study report.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

CMG:JNS:lm

Attachment

cc: E. S. Hunter
D. O. Christensen ✓
Bill Anhorn
Donald Ayriss

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DEC 18 1984
ROAD DESIGN
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Copy Kevin Adams
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Form 734-3122

10,047

CON 21-86
Marion
D.P.

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

December 12, 1984

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DEC 18 1984
ROAD DESIGN SECTION

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Phillip Stearns
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State Street S.E.
Salem, Oregon 97301

RE: Silverton Road
Lancaster Drive - Lardon
Road Section

Dear Phil:

There have been numerous conversations between Oregon Department of Transportation (ODOT) and our office during the last few months concerning the design of the traffic signals and illumination on Silverton Road. Below is a list of the concerns and issues that should be included in the design.

1) A mast arm mounted traffic signal should be installed at 45th Street. The signal should include heads and loops for the driveway from the property on the south side. (See attached letter.)

2) A traffic signal should be installed at Cordon Road. Special care should be taken in mounting the signal heads. We presently have a problem with the visibility of the westbound head when the sun is going down. We have also received complaints that the southbound head is visible before a vehicle negotiates the curve, causing premature judgement on the signals green status.

3) A new traffic signal should be installed at Lancaster. We have discussed this matter with the City of Salem Public Works Department and they concur. The existing signal is controlled by an analogue controller that has become a maintenance problem. The timing clock is erratic. Given the 120-second cycle at this intersection, timing is critical. Also, our maintenance force have informed me that span wires have broken twice at this intersection. As a policy matter all new signals or major revisions should be on mast arms.

cc: F. Eriksen
Traffic - Please review 1, 2, 3, 4, 5, 6, & 9
Bridge - " " 5

4) We have been in contact with Fire District 1 and they would like opticom installed on the Lancaster signal at all four directions; 45th Avenue, all but northbound, and Cordon Road at all four directions. They will reimburse Marion County for the local match for the opticom. Please make these a separate bid item.

5) The contract should include illumination for the following major intersections. For the three intersections that have traffic signals, the luminaires should be mounted on the signal poles. Because of interference with PGE power lines on the south side, the luminaires could be mounted on PGE wood poles. Forty-foot mounting height for the proposed high pressure sodium luminaires is acceptable.

Lancaster Drive
45th Aveune
Hollywood Drive
Brown Road
48th Avenue
Cordon Road

6) The Principal of Scott School would like to have the school crosswalk and flasher at 48th and Brown Road installed as part of this project. These flashers should be placed on a timer so they only operate during times when children are present. They could be metered with the luminaires described in item 5 above.

7) The special provisions should include that all existing signal equipment except foundations removed from the project should be delivered by the contractor to:

Road Department
Marion County Shops
5155 Silverton Road
Salem, Oregon 97305
Phone 588-5034

8) The intersection design on the northwest corner of 45th Avenue at Silverton Road should include the construction of the first 300 feet of the pedestrian path proposed for 45th Avenue. (See attached drawing.)

9) We are working on the signals warrants you requested for 45th Avenue and for Cordon Road.

If you need any further information or confirmation, please contact Byron Meadows.

Sincerely,

Robert J. Hansen
Director of Public Works

BM:dc

cc: Board of Commissioners
Ron Merry
Forrest Jones
Dennis Billings
Jim Phau
Fred Erickson ✓
Cliff Lehman

1211psosh.bdm

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

December 12, 1984

Gene Jones
B & J Inv. Co., Inc.
3845 45th Avenue N.E.
Salem, Oregon 97305

RE: ZC/CP 84-2 Jones
Silverton Road
File #51659 & 51660

Dear Mr. Jones:

In response to our telephone conversation concerning your proposed access to Silverton Road at 45th Avenue, I have outlined the conditions you must meet to assure a signal is installed at 45th Avenue and Silverton Road.

1) At a minimum, you must obtain an easement for ingress and egress across 30 feet of PGE's property. This is to allow your driveway to line up with 45th Avenue to the north of Silverton Road. A copy of the recorded easement shall be submitted to our office.

2) The proposed access is to be a 28-foot driveway with curb drops and striped for one 16-foot lane entering and one 12-foot lane exiting. We will be responsible only for the initial centerline and stop bar striping.

3) The centerline location of your proposed driveway is approximately 5 feet offset to the east of your common property line with PGE. Our office will review your site plan and approve the precise location of the driveway at that time.

4) The first 100 feet of the driveway must be brought up to County local street standards, 2½" of asphalt concrete with 9" of rock base course. This is to make sure the road surface is adequate to hold the traffic loops. The driveway will have to be in place during the Summer of 1983 to ensure we don't hold up the signal contractor.
5?

5) You will be required to give Marion County an easement for installation, repair and maintenance of the traffic signal loops over the first 100 feet of driveway. You will be responsible for future centerline striping as needed.

6) You will be required to exchange property deeds if the bus stop located at Station 23+00 is to be relocated.

7) With the exception of the modification stated here, all other conditions and requirements of the zone change previously transmitted are still in effect.

If you fail to meet the above requirements, the County will not install traffic signal heads or detector loops for northbound movement at the intersection. You will not be required to pay for any of the traffic signal if all the above conditions are met. Please contact me to begin coordination of the bus stop relocation and signal loop maintenance easement.

Sincerely,

Byron D Meadows

Byron Meadows
Senior Civil Engineer

BM:dc

cc: Greg Kurtz
Sterling Anderson

1211gjcit.bdm

10,047

Corr 21-8
Marion
Sp

r11

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-9-84

4. PROGRAM NO.

5. ITEM NO. M-62

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/4/84

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lancaster Drive - Walker Road

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 10/1/84 the program change to include in the character of proposed work "adjustment of utilities" at a TEC of $11,000; Federal Funds $9,438 is approved.

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/9/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-8
Marion
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 1, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. M-1720(1)
Lancaster Drive-Lardon Road Section
Silverton Road
Marion County

I request your approval of a program change to include in the character of proposed work, "Adjustment of Utilities" in the subject project. The enlcosed copy of Mr. Cartwright's memo of September 27, 1984 indicates the estimated cost of the adjustments is $11,000 with Federal funds of $9,438.

Authorization to proceed with the actual utility adjustments will be requested under separate action.

CL:bkb
Enc.

cc: J. Peterson
J. Cartwright
General Files

Form 734-3122

10,047

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A&2B	Details (Sht. 2B Not Included)
2C,2C-2,2C-3 2C-4,2C-5,2C-6	Stage Const, Temp. Protection And Direction Of Traffic
2D,2D-2,2D-3	Pipe Data
2E	Summary
3	Plan & Profile
3A	Notes
4-8 Incl.	Plan & Profile

STATE OF O

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STATE HIGHWA

PLANS FOR PROPOS

LANCASTER DR. N.E. – LARDO

FAU 1720 (SILVERT

MARION CO

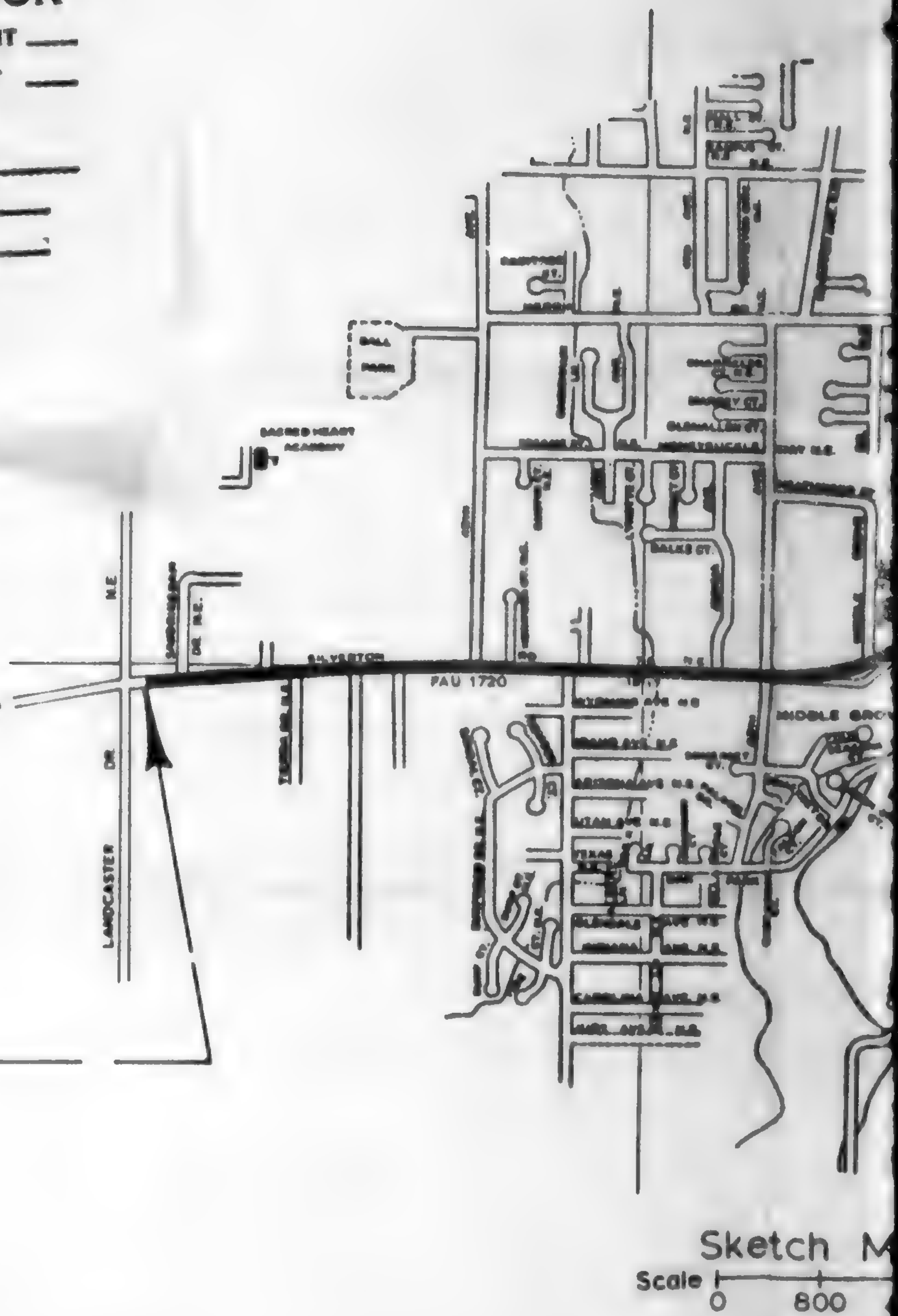
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 10 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

APPROVED 8-29-84
DATE

for
~~COMMISSIONER~~ Director of Public Works
Marion County

COMMISSIONER

COMMISSIONER



BALL PARK
SACRED HEART ACADEMY
N.E.
SILVERTON
FAU 1720
To Salem
LANCASTER DR.
MIDDLE GROVE
Scale
0
800

BEGINNING OF PROJECT
Sta. 1+50

Sketch M

Length – 1.33

LANCASTER DR. N.E. ~ LARDON RD. N.E. (SALEM) SEC. FAU 1720 (SILVERTON RD. N.E.) MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAU

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

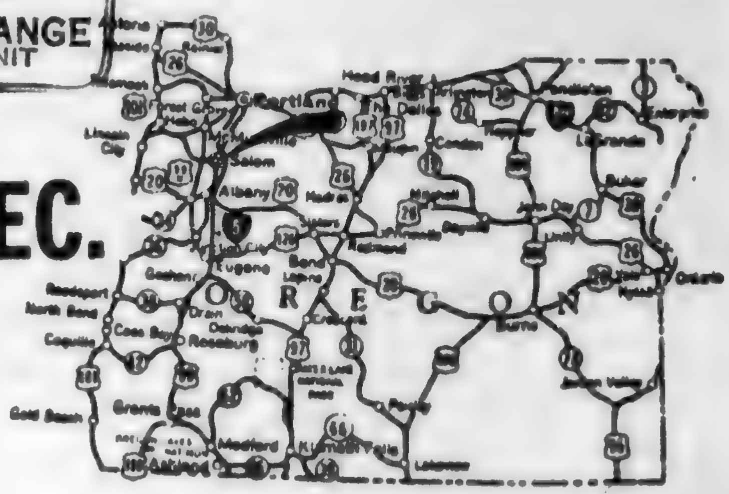
R PROPOSED PROJECT

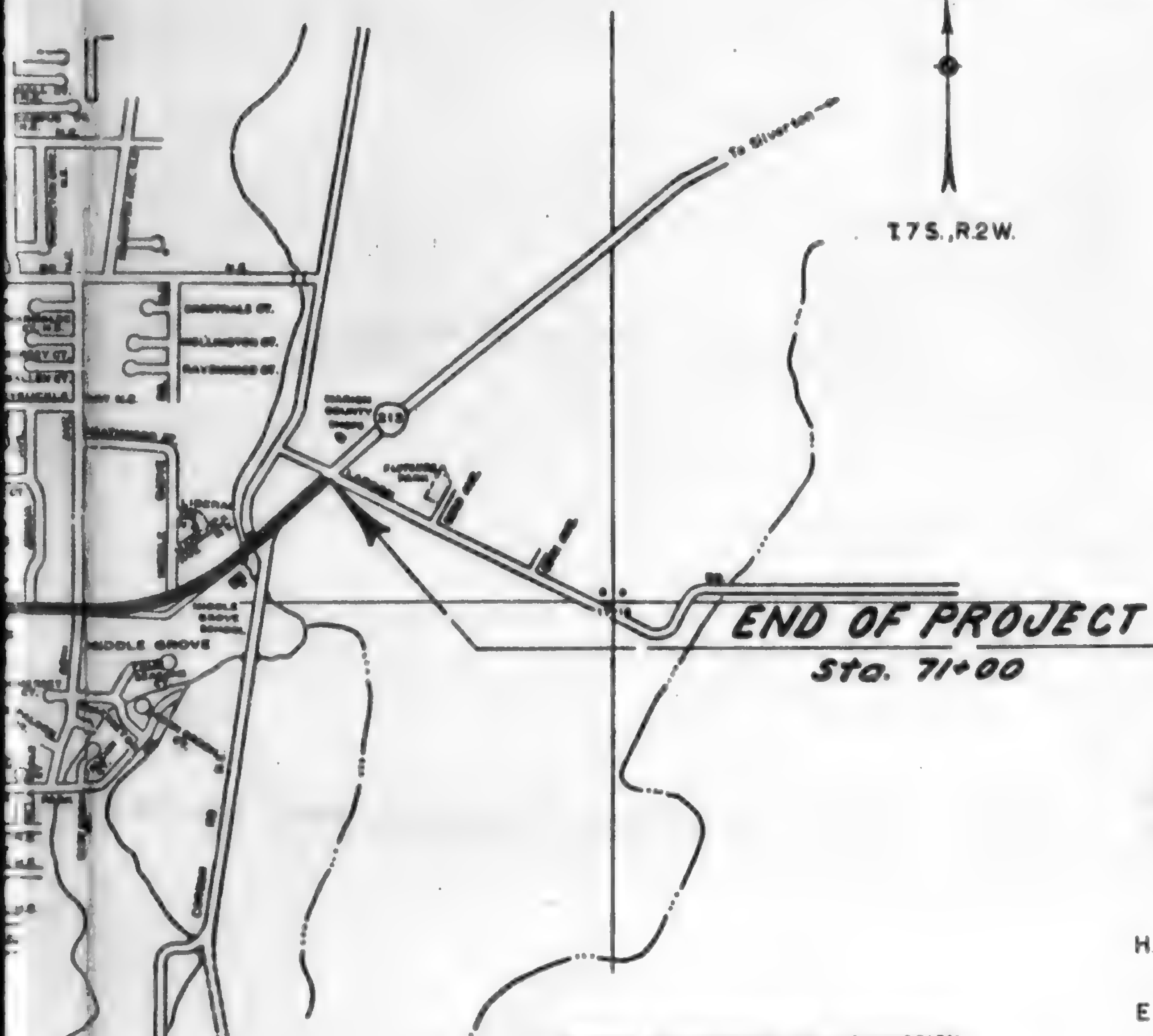
PRELIMINARY COPY
MAR 8 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ARDON RD. N.E. (SALEM) SEC.

SILVERTON RD. N.E.)

ARION COUNTY





END OF PROJECT
Sta. 71+00

PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map
0 800 1600 Feet

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

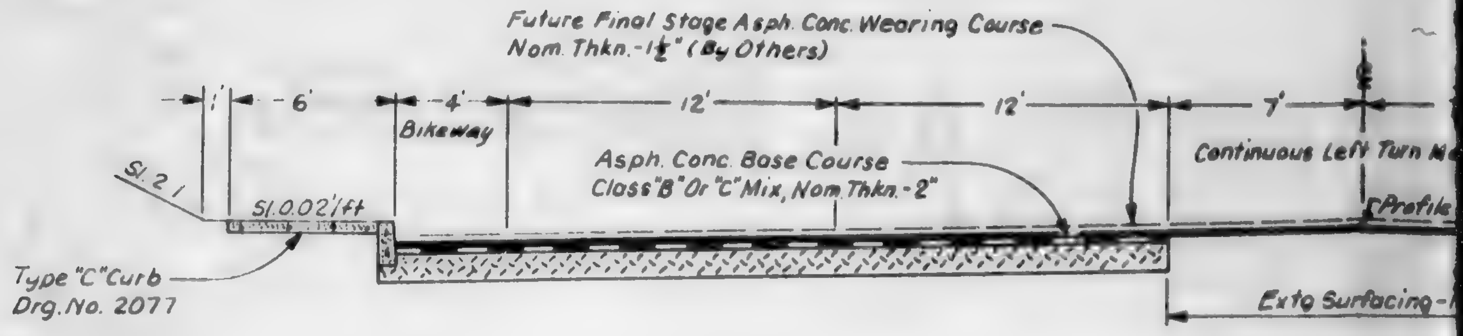
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ______________________

FIELD OPERATIONS ENGINEER DATE

R/W Map 98-17-22

TYPICAL SE


Future Final Stage Asph. Conc. Wearing Course
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Bikeway
12'
12'
7'
Continuous Left Turn Me
Sl. 2:1
Sl. 0.02'/ft
Asph. Conc. Base Course
Class "B" Or "C" Mix, Nom. Thkn.-2"
Profile
Type "C" Curb
Drg. No. 2077
Ex to Surfacing-

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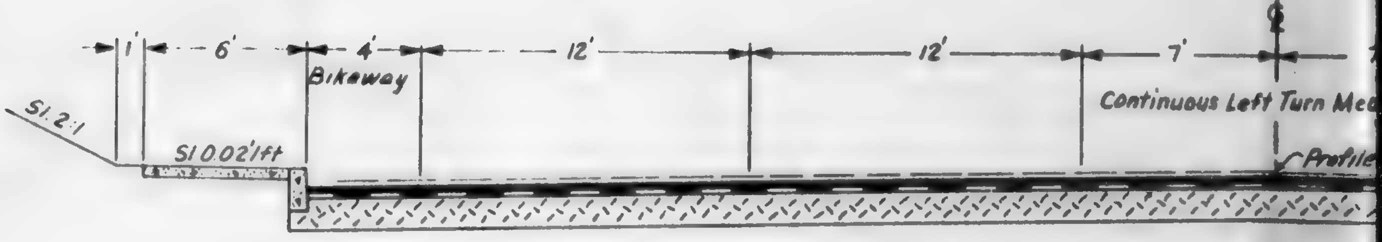
29+25 To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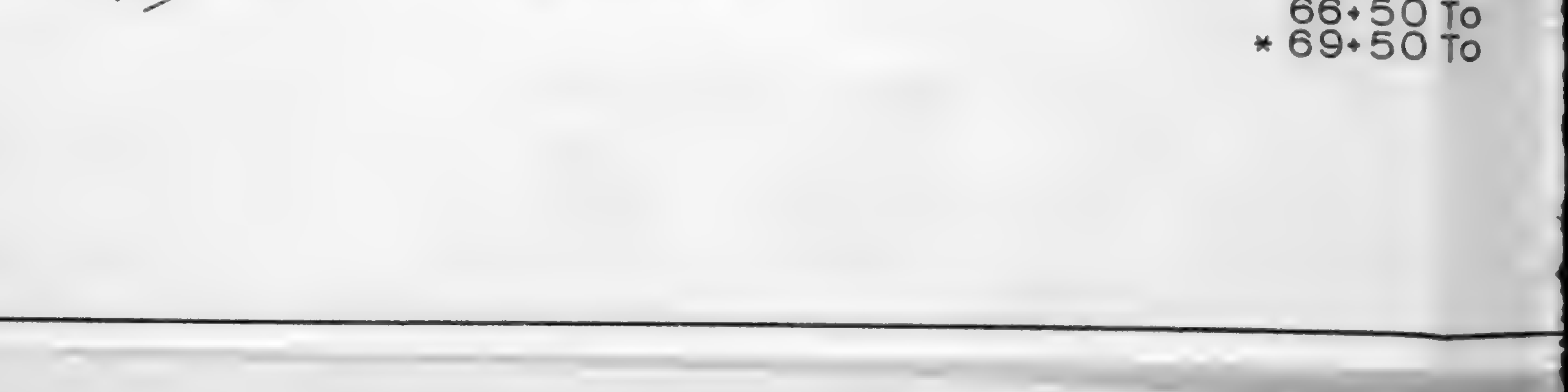
Continuous Left Turn Me
Sl. 2:1
Sl. 0.02'/ft
Profile

(For Surfacing Details Not Shown

STA. 24+25 To STA
46+25 To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Drg. No. 2050
Sl. 4:1 Nom.
Profile
Sl. 4:1
Var.
Sl. 2:1
Aggregate Base
Comp. Thkn.-Var.

(For Surfacing Details Not Sho

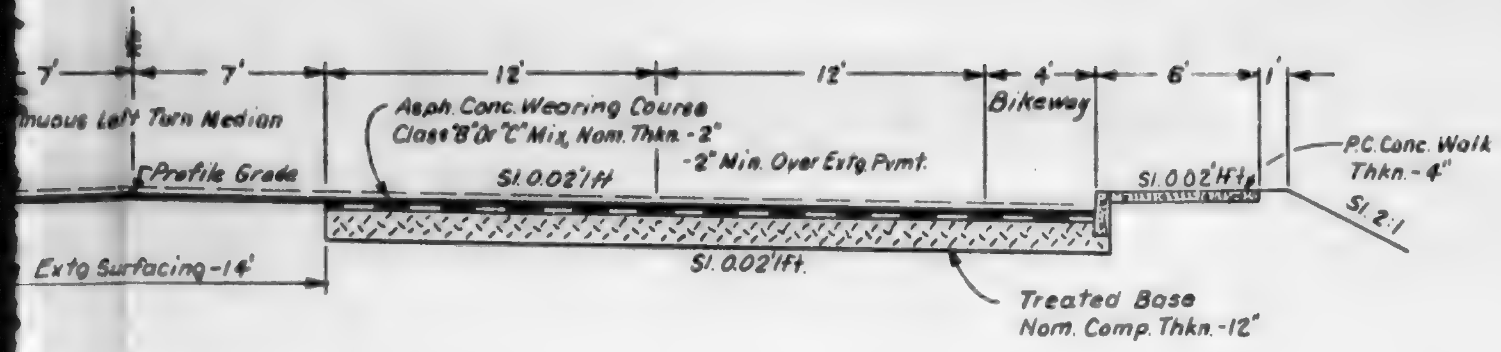
STA. 64+00 To STA
66+50 To
* 69+50 To

Henry, Leu, Butts

FORM NO. 734 1703

L SECTIONS

LANCASTER DR. N.E. - LARDON RD. N.E. (SALEM) SEC. FAU 1720 (SILVERTON RD. N.E.) MARION COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



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Bikeway
P.C. Conc. Walk Thkn. - 4"
Profile Grade
Sl. 0.02'/ft
Sl. 0.02'/ft.
Sl. 2:1
Sl. 0.02'/ft.
Extg. Surfacing - 14'
Treated Base Nom. Comp. Thkn. - 12"

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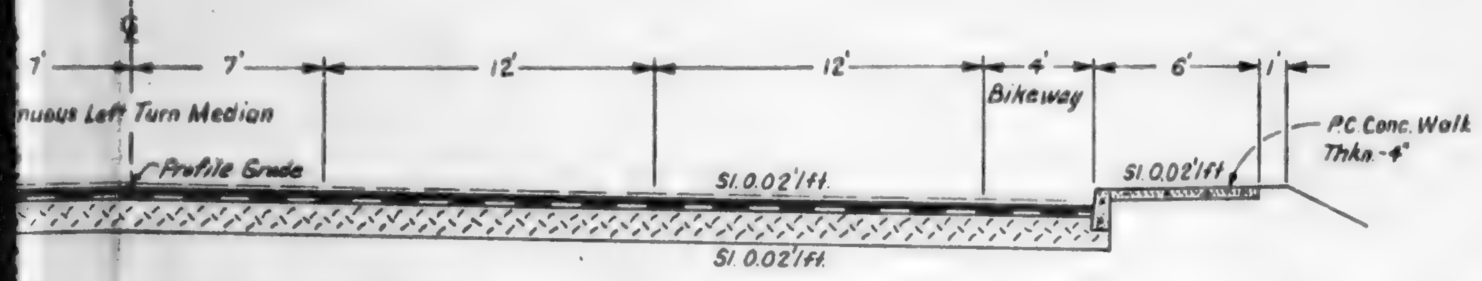
25 To 46+25



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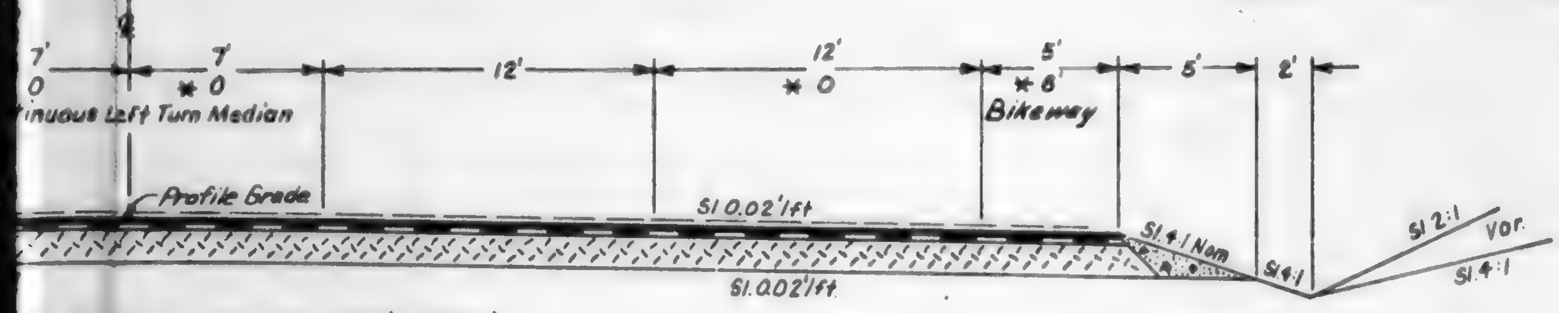
Bikeway
P.C. Conc. Walk Thkn. - 4"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft
Sl. 0.02'/ft.

Details Not Shown, See Section Above)
25 To STA. 29+25
25 To 64+00



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Profile Grade
Sl. 0.02'/ft
Sl. 4:1 Nom.
Sl. 4:1
Sl. 2:1
Var.
Sl. 4:1
Sl. 0.02'/ft.

ing Details Not Shown, See Section Above)
+00 To STA. 66+50
+50 To 69+50 (Taper)
+50 To 71+00

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ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

August 29, 1984

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 04 1984
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division
205 East Salem Highway Bldg.
2960 State Street
Salem, OR 97310

Re: Silverton Road
Lancaster Drive -
Lardon Road Section

Dear Mr. Stearns;

Please find enclosed an approved copy, with corrections, of the grading and paving plans for the subject project. We reviewed the plans and request they be changed to reflect the comments listed below.

We have had considerable discussion with the design section about the type of curbs and width of bikeway on Silverton Road. We have concluded that the Type "C" curbs is best with the on street bike lanes. The bicycle lane should be striped and signed according to standard practice. Also, at the ODOT's request, we concur with increasing the bikeways to five feet each side. The additional foot to come from the one-foot right-of-way set back. This way, the overall right-of-way width is not increased. The utilities can locate in the slope and utility easements we are acquiring on both sides for the length of the project.

Because of the flat grades on Silverton Road, we don't believe it is practical to salvage any of the existing pavement. The recent sewer installation has deteriorated much of the existing road. It will also be far easier to control grades and obtain proper drainage if we don't have to match existing pavement.

We would like to change the inlets to "CG-3". There may be a few locations where these would conflict with the utilities, and in those cases, the "CG-2" should be used.

Sheet 3 Item 14 It appears that the angle point should be in the special manhole rather than a pipe joint.

Sheet 5 Marion County is planning to construct a pedestrian path on the west side of 45th Street and would like to incorporate it into this intersection design. Please find a preliminary drawing attached. Also the tapper for the right turn does not appear sufficient for the magnitude of the right turn traffic.

Sheet 7 The existing frontage road may require ditching to control the drainage station 56+50 right.

Sheet 8 The radius for the NE quadrant of the intersection should be consistant with the other three, R = 55 feet.

We want the contractor to be responsible for moving mailboxes during constrution and for their final installation.
We have been working with the Hollywood Post Office and they are prepared to help us establish the mailbox locations.

Driveway locations continue to be an item of negotation during the right-of-way acquisition. Please review the state obligations form closely to catch the changes.

The plans should also show the existing underground telephone vault on the south side of Silverton Road.

We would expect specifications for access during construction to be similar to those agreed upon for North River Road (attached).

We will be sending you a separate letter with some of our concerns for traffic signals.

Sincerely,

Robert J. Hansen
Director

BDM/al
Enclosure

0821slvr.rjh

cc: Board of Commissioners

9-5-84
cc: w/Plans & Comments to Final Design.

E

10,047 — N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: J.H. Versteeg
Road Design Engineer

DATE: 8-13-84 ~~July 30, 1984~~

FROM: Joe Speight
Joe Speight, Engineering Coordinator
Environmental Section

SUBJECT: Noise Mitigation Cost Estimate
Lancaster Drive - Cordon Road
Silverton Road
Marion County

An August 15, 1979 memo requested noise mitigation cost estimates for the Middle Grove Elementary School. The August 21, 1979 memo from A.D. Olson gave an estimate of $46,000 for sealing windows and providing a ventilation system. The memo, however, stated that "a more complete estimate should be made if serious consideration is given to doing this". The ventilation system was not proposed because it was thought that the school would be closed in the near future. Since then, the school has been remodeled and plans to remain open. An up-dated cost estimate is needed to re-evaluate the ventilation system.

If there are any questions, please contact myself or Steven Lindland.

Attachment

JS:dm

cc: Steven Lindland

REFERRED TO
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.... Baker .... Anderson ....
.... King .... Bedford .... Leu ....
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AUG 1 1984
ROAD DESIGN
SECTION

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Action ....

8/13/84 Revised estimate of $65,000 received from Keith Johnston of Bridge Section. Advised Speight of new estimate by phone, he felt no written communication needed.

Tom Edwards

Tim: pls proceed

STATE OF OREGON

INTEROFFICE MEMO

Road Design Section
DEPT.

378-6558
TELEPHONE

TO: Tony George, Engineering Coordinator
Environmental Section

DATE: August 21, 1979

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Lancaster Dr.-Cordon Rd.
Silverton Road
Marion County

The berm shown is not feasible due to the limited right of way. Additional right of way was not considered since this is a playground area and presumably would require 4(f) consideration.

The estimated cost for a 10- to 12-foot high concrete block wall, 400-feet long, placed inside the right of way line would be $51,000 at $127 per lineal foot. As indicated, the wall alone would not provide adequate attenuation for the school, but would mitigate the noise in the playground area.

The estimated cost to seal the windows and provide a ventilation system at Middle Grove school has been estimated at $46,000. A more complete estimate should be made if serious consideration is given to doing this.

The cost for the wall and ventilation system combined would be $97,000.

The noise study report indicates a wall 16- to 18-feet high in lieu of sealing the windows and providing the ventilation would be needed to mitigate the interior noise level at Middle Grove school. This wall would need to be extended approximately 120 feet and would require closing the sidewalk in front of the school. The easterly 270-feet would be 16- to 18-feet high, the westerly 250-feet would remain 10- to 12-feet high.

The combination of a wall 10- to 12-feet high, 250-feet long, coupled with a wall 16- to 18-feet high, 270-feet long, placed inside the right of way line would cost approximately $93,000 at $180 per lineal foot.

There would be no apparent adverse impact to the road design by construction of the wall. This would be a type 1-B facility.

ADO:ab

10,047

[illegible] Co. N

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

DATE: June 26, 1984

FROM: T. W. Litchfield
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Right of Way Revision
File 51649 and 51674
Lancaster Dr.-Lardon Road Section
Silverton Road
Marion County

You will find attached prints of two portions of Right of Way Map No. 9B-17-22 showing revisions in the location of two bus turnouts.

In R/W File 51649, it has been requested to move the proposed turnout easterly to center on Station 14+30 and in R/W File 51674 a turnout is requested between Stations 27+50 and 28+90.

Please make the appropriate changes on the right of way map.

TWL/rgb

cc: Doug Luth w/attch.

1 Versteeg ✓
Anderson
2 Adams ✓
Macnab
Edwards
Terpin
Trout
3 Wallace [illegible]

RECEIVED
JUN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
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RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN 28 1984

☐ S	☐ AM	☐ ADM	☐ RBR	☐ CA	☐ LS
☐ S	☐ AS	☐ CE	☐ OS	☐ TA	☐ RUt
	☐ 1	☐ 2	☐ 3	☐ 4	☐ F

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: Duane Christensen
Region Engineer
ATTN: Ted Litchfield
Region Construction Engineer

DATE: 5/23/84

FROM: Doug Luth Doug Luth
Region 2 R/W Supervisor

SUBJECT: REQUEST FOR REVISION
File 51649-Mid-Willamette Area Education Dist.
Lancaster Drive - Lardon Road Section
Silverton Road
Marion County
FAP: M-1720(3)

Property owner has requested that the proposed bus "turn-out" located between Stations 12+35 and 13+80 "Left" be relocated easterly and centered on Eng. Sta. 14+50. As presently located, the turn-out interferes with future site development plans, including an access road parallel to the westerly property line. Movement of this turn-out has the approval of Byron Meadows, Marion County.

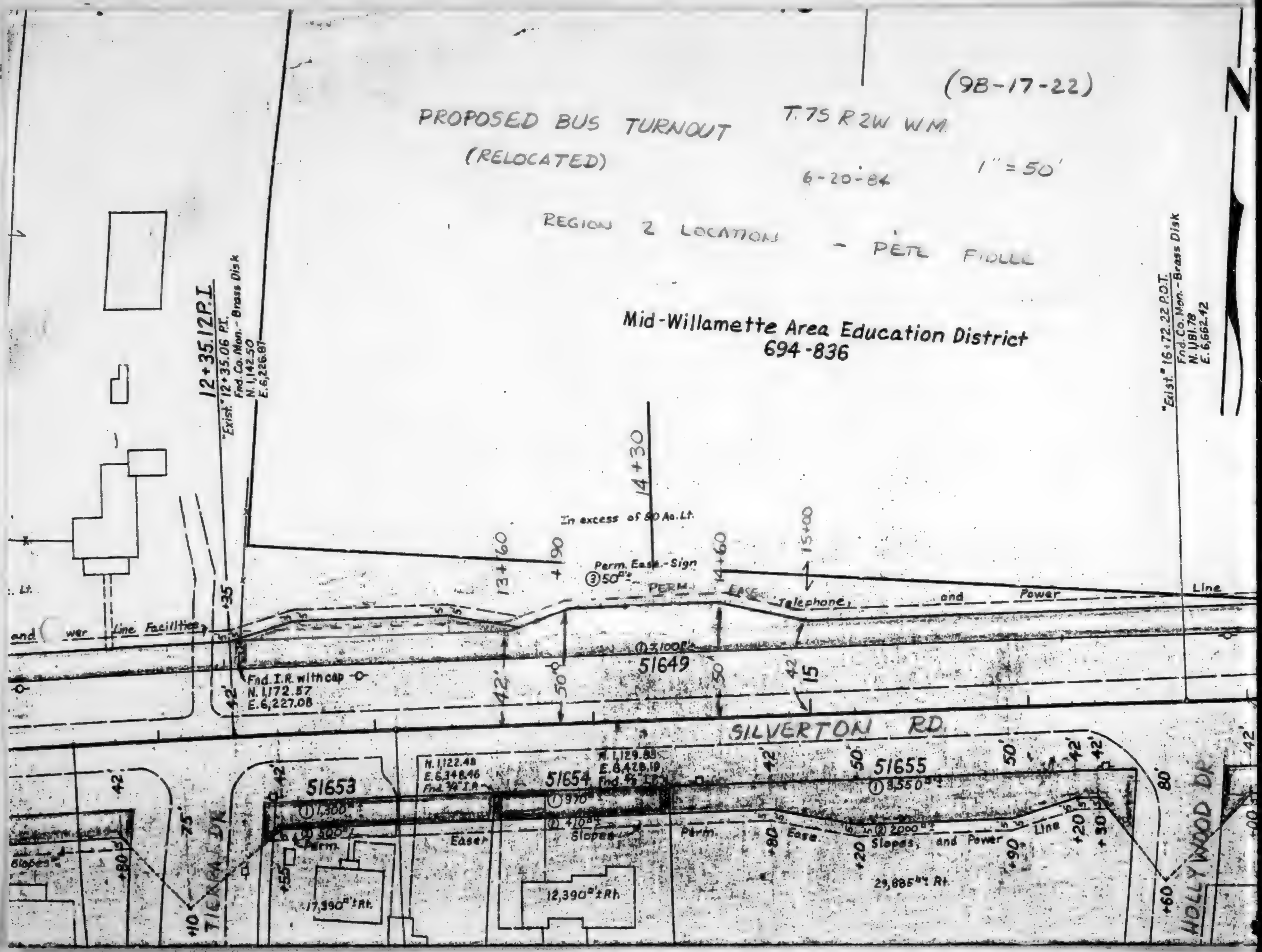
Should this request meet with your approval, please initiate a revision of the description. Should you have a question regarding this request, please call.

DL:ke

cc Rod Henry
Byron Meadows
Kathy Olson
Perry Crosley
Don Aman

REGION 2 ENGINEER
RECEIVED
MAY 24 1984
P E: P; RE; RCE: P; RME; RTE; ROE: d; RBE; UFE; GEO; RSO; ENV; RFE

81-125-1307



(9B-17-22)

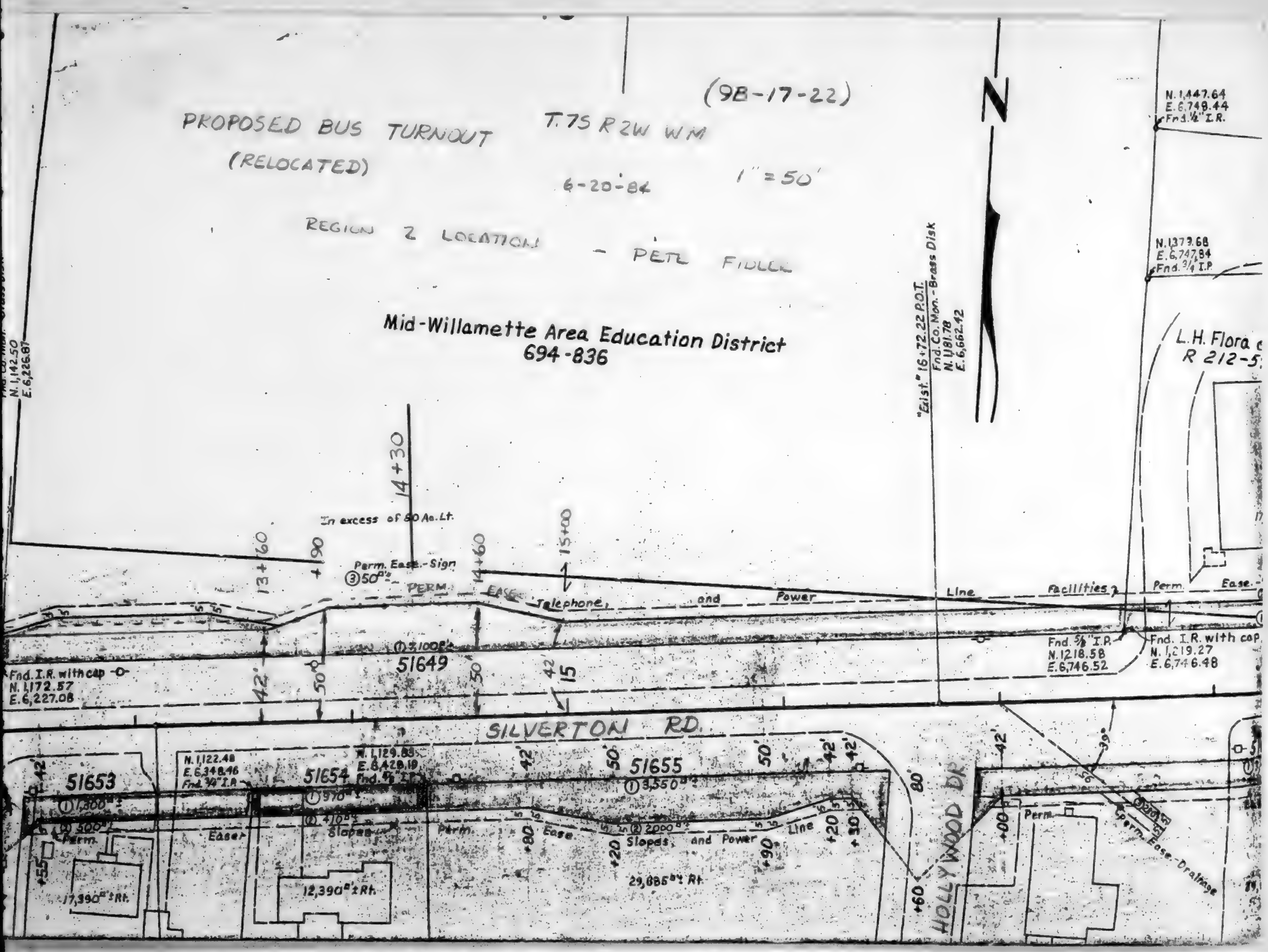
PROPOSED BUS TURNOUT T.7S R2W W.M.
(RELOCATED)

6-20-84 1" = 50'

REGION 2 LOCATION - PETE FIDLER

Mid-Willamette Area Education District
694-836

12+35.12P.I
"Exist." 12+35.06 P.I.
Fnd. Co. Mon. - Brass Disk
N. 1,142.50
E. 6,226.87
"Exist." 16+72.22 P.O.T.
Fnd. Co. Mon. - Brass Disk
N. 1,181.78
E. 6,662.42
14+30
In excess of 80 Ac. Lt.
13+60
+90
14+60
15+00
+35
Perm. Ease.-Sign
③ 50□'±
PERM. EASE. Telephone and Power Line
and Power Line Facilities
① 3,100□'±
51649
Fnd. I.R. with cap
N. 1,172.57
E. 6,227.08
42'
50'
50'
42'
15
SILVERTON RD.
51653
① 1,300□'±
② 500□'±
Perm.
51654
N. 1,122.48
E. 6,348.46
Fnd. 3/4" I.R.
N. 1,129.83
E. 6,428.19
Fnd. 5/8" I.R.
① 970□'±
② 410□'±
Slopes
Ease.
51655
① 3,550□'±
② 2000□'±
Perm. Ease. Slopes, and Power Line
17,390□'± Rt.
12,390□'± Rt.
29,685□'± Rt.
TIERRA DR.
HOLLYWOOD DR.
+10
75'
42'
+80
+55
+80
+20
+90
+20
+30
+60
80'
42'
50'
Slopes
Lt.



(9B-17-22)

PROPOSED BUS TURNOUT T.7S R2W WM
(RELOCATED)

6-20-84 1" = 50'

REGION 2 LOCATION - PETE FIDLER

Mid-Willamette Area Education District
694-836

N. 1,142.50
E. 6,226.87
N
N. 1,447.64
E. 6,748.44
Fnd. ½" I.R.
N. 1373.68
E. 6,747.84
Fnd. ¾ I.P.
"Exist." 16+72.22 P.O.T.
Fnd. Co. Mon. - Brass Disk
N. 1181.78
E. 6,662.42
L.H. Flora
R 212-5
14+30
In excess of 80 Ac. Lt.
13+60
+90
14+60
15+00
Perm. Ease.-Sign
③ 50□'±
PERM. EASE. Telephone, and Power Line Facilities
Perm. Ease.
① 3,100□'±
51649
Fnd. I.R. with cap
N. 1,172.57
E. 6,227.08
42'
50'
50'
42'
15
Fnd. ⅝" I.P.
N. 1218.58
E. 6,746.52
Fnd. I.R. with cap
N. 1,219.27
E. 6,746.48
SILVERTON RD.
N. 1,122.48
E. 6,348.46
Fnd. ¾" I.R.
N. 1,129.83
E. 6,428.19
Fnd. ⅝" I.R.
51653
① 1,300□'±
② 500□'±
Perm.
+55
17,390□'± Rt.
Ease.
51654
① 970□'±
② 410□'±
Slopes
12,390□'± Rt.
Perm.
+80
Ease.
42'
50'
51655
① 3,350□'±
+20
② 2000□'±
Slopes and Power Line
29,885□'± Rt.
+90
50'
42'
+20
42'
+30
80'
+60
HOLLYWOOD DR.
42'
+00
Perm.
39°
Perm. Ease.-Drainage

STATE OF OREGON

INTEROFFICE MEMO

TO: Ted Litchfield
Region Construction Engineer

DATE: June 4, 1984

Pete Fidler

FROM: Pete Fidler
Region Location Supervisor

SUBJECT: Bus Turnout Revision
Lancaster Drive - Lardon Road Section
Silverton Road
Marion County

REGION 2 ENGINEER
RECEIVED
JUN - 5 1984
☐ FLE ☐ RBE
[✓ ☐ RE] [✓ ☒ RCE] [✓ ☐ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

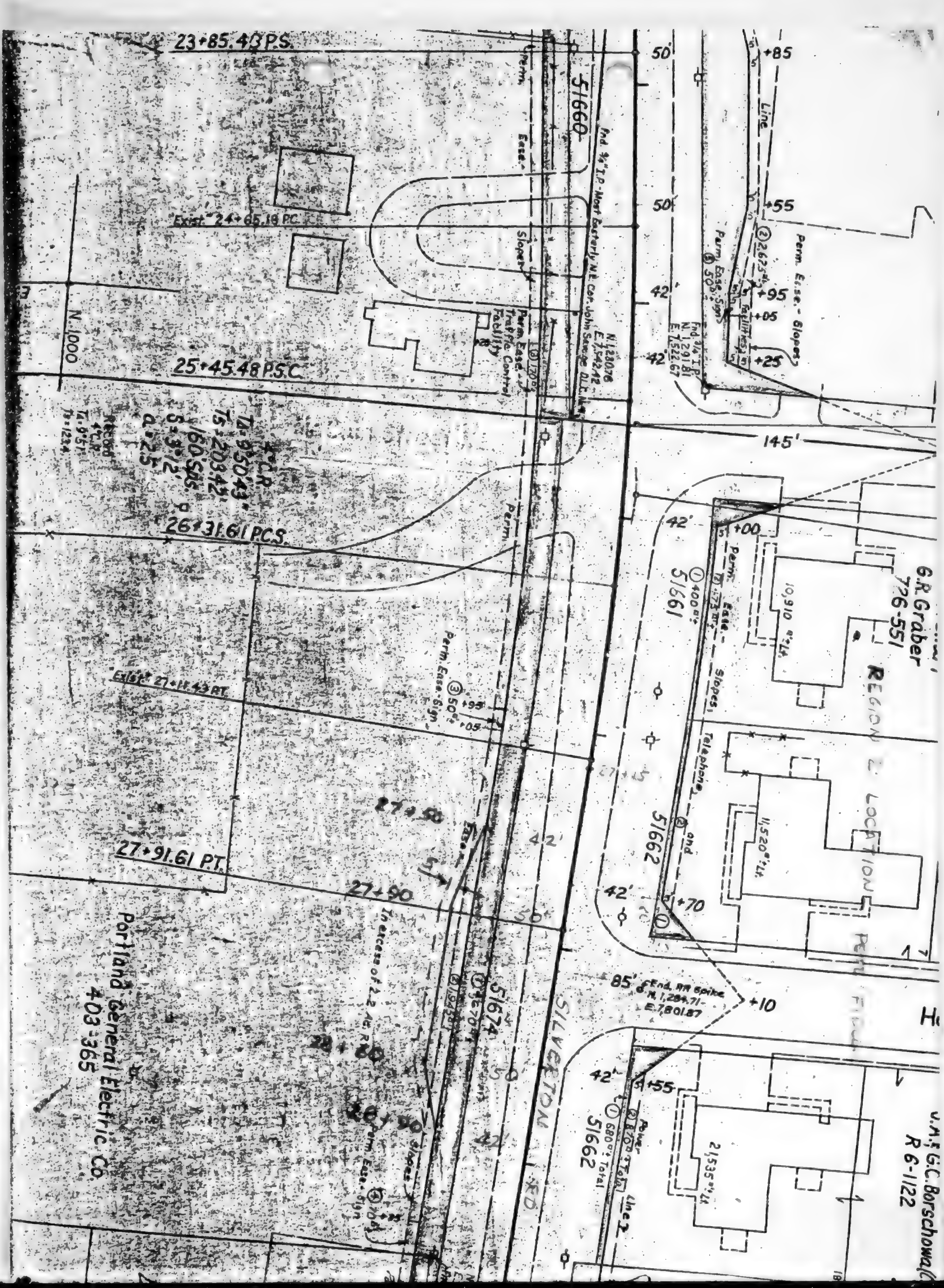
Re: Doug Luth's letter of 5-23-84 (attached) we can see no problem with the proposed modification. Dick Leu, Final Design, has reviewed this revision and concurs. Additional right-of-way will be required.

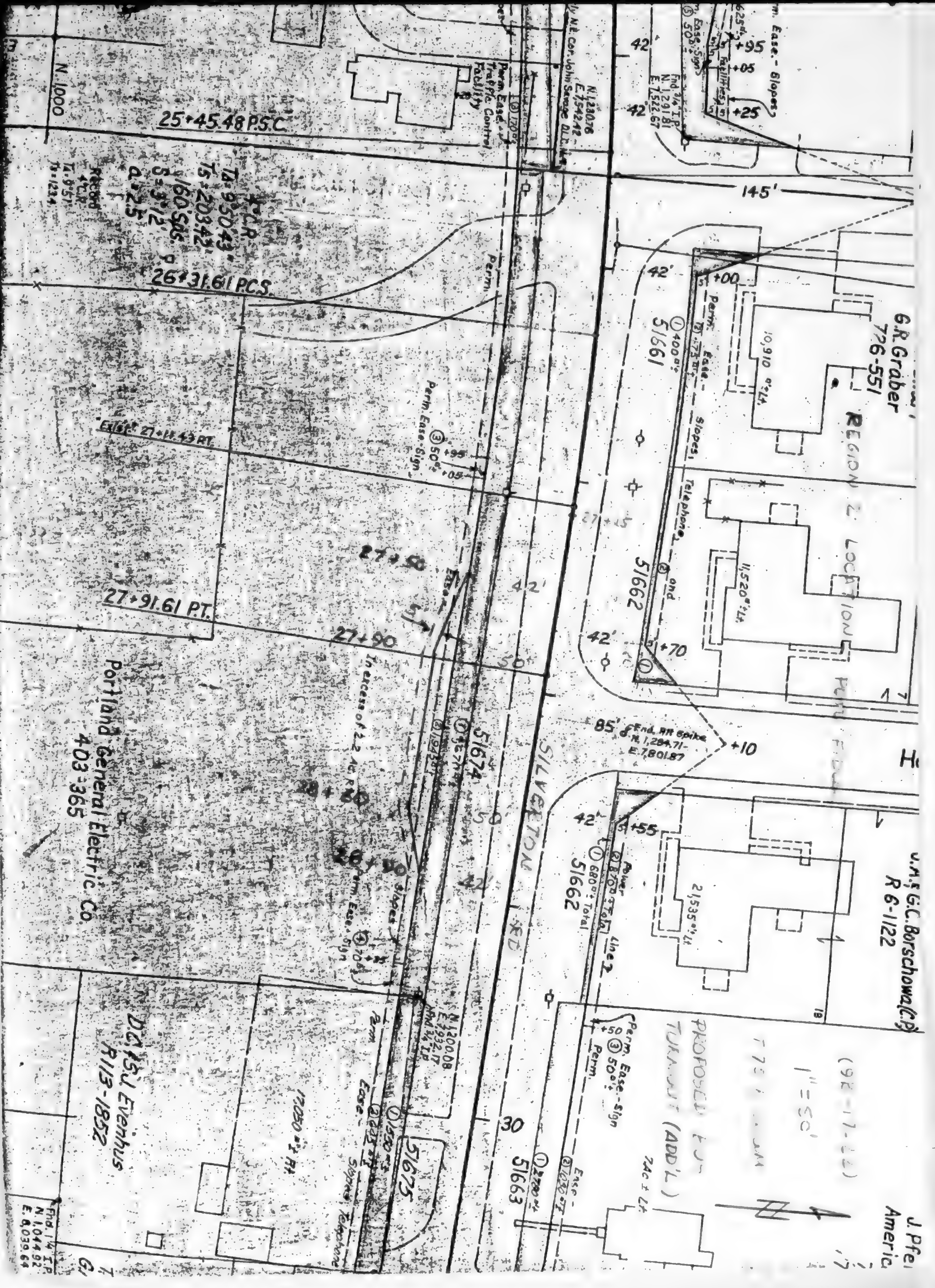
PF:eb

cc: File

Attachments as stated

81-125-1387


23+85.43 P.S.
Exist. 24+65.18 P.C.
25+45.48 P.S.C.
26+31.61 P.C.S.
Exist. 27+11.43 P.T.
27+91.61 P.T.
27+50
27+90
28+00
N.100
Ɑ C.R.
Δ=9°50'43"
Ts=203.42'
160 Sps.
S=3°12'
d=2.5
51660
51661
51662
51662
51674
Fnd. ¾" I.P. Most Easterly N.E. Cor. John Savage D.L.C.
N.1,280.76
E.7,542.42
Perm. Ease.
Slopes
Perm. Ease. Traffic Control Facility
Perm. Ease.-Sign
Perm. Ease. - Slopes
Perm. Ease. Sign
Line
Facilities
Fnd. ¾" I.P.
N.1,291.81
E.7,522.67
50'
50'
42'
42'
145'
42'
42'
42'
85'
+85
+55
+95
+05
+25
+00
+70
+10
+55
Fnd. RR Spike
N.1,284.71
E.7,801.87
Perm. Ease. - Slopes, Telephone, and Power Line
In excess of 2.2 Ac. R.O.
Perm. Ease. - Slopes
SILVERTON
G.R. Graber
776-551
10,910 □' Lt.
11,520 □' Lt.
21,535 □' Lt.
680 □' Total
Portland General Electric Co.
403-365
J.A. & G.C. Borschowa
R 6-1122
REGION 2 LOCATION



25+45.48 P.S.C.
26+31.61 P.C.S.
Exist'g 27+11.43 P.T.
27+91.61 P.T.
27+90
27+50
28+80
N. 1000
Record
Portland General Electric Co.
403-365
D.G. & S.J. Evenhus
R113-1852
17080 ± Ft.
G.R. Graber
776-551
10,910 ± Ft.
11,520 ± Ft.
21,535 ± Ft.
J.A. & G.C. Borschowa (C.P.)
R 6-1122
J. Pfei
Americ
51661
51662
51663
51674
51675
SILVERTON RD
145'
42'
85'
30
+95
+05
+25
+00
+70
+10
+55
+50
Perm. Ease.-Slopes
Perm. Ease.-Sign
Perm. Ease. Traffic Control Facility
Slopes, Telephone and Power
Fnd. RR Spike N. 1,284.71 E. 7,801.87
In excess of 2.2 Ac. R.O.W.
REGION 2 LOCATION PERM FILE
PROPOSED EXTENSION (ADD'L)
1" = 50'

10.047

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Marion County proposal to relocate property corners, Lancaster-Lardon

DATE: ~~4-17/84~~

TO: 4-18-84
Rod Henry, Assistant R/W Manager

FROM:
Doug Luth, Region II R/W

Rod, attached is a copy of a letter from Robert Hansen, Marion Co. Director of Public Works. The County is proposing to relocate new property corners if the corners are presently established. They are asking that our agents inquire of the property owners if the present corners are established. Do you have any problem or concerns with this request?

cc Versteeg ✓
cc Wakerlig
any Comments

RIGHT OF WAY ADMINISTRATION
RECEIVED
APR 18 1984
RBR CA LS
PMS AS CE OS TA RUE
0 1 2 3 4 F

1 Versteeg ✓
Anderson
DN cy Adams ON 4/18
Macnab
Edwards
Terpin
Trout
cy Wakerlig

RECEIVED
APR 19 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Doug Luth
(SIGNATURE)

PLEASE REPLY HERE

Doug -

No problem. This can be included as part of Negotiation interview. The only question would be if FHWA will participate in survey costs.

Rod

CC:
(SIGNATURE)
4-18-84
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

April 13, 1984

Doug Luth
Region 2 Right-of-Way Supervisor
Oregon State Highway Division
2960 E. State Street
Salem, OR 97310

RE: Silverton Road
Lancaster Dr. - Lardon Rd.
Section

Dear Mr. Luth:

Marion County Department of Public Works has recently been involved in negotiations with two property owners concerning property corner restoration. These negotiations caused us to reevaluate our policy concerning corners. The relocation of existing corners that will be destroyed by roadway construction is in the best interest of the property owners and Marion County. The Oregon Revised Statutes, ORS 368.106, requires the County survey and monument all property acquired for public road purposes. As professional engineers charged with protecting the public interest, it would be negligent not to preserve existing monumentation. It would be of little value to protect property corners that are within the new right-of-way. It seems reasonable to locate the new right-of-way corners if the old corner existed. Rather than pay each property owner to hire their own surveyor, it would be cost effective for the County to do the relocation work.

In order to determine which property corners exist, we would depend on the right-of-way map produced by the Location section. The Location section does not do an exhaustive property corner research. In order to cover those that they might miss, the right-of-way agent could ask the property owner if he has any documentec evidence that his corners exist. We would only be responsible to relocate those corners that exist as of the right-of-way acquisition.

RECEIVED
Region 2 Right of Way
APR 17 1984
☐ SA ☐ PM ☐ RA ☐ F ☐ SE ☐ RS

This work needs to be done before the contract is let. This would allow our survey crew use of the existing corners before they are destroyed. We will work closely with the Project Manager, so we don't duplicate any of the research they have already done. We will submit our time and materials invoices to you for Federal reimbursement.

If you have any questions, or if we can be of any further help in getting this policy approved, please call me.

Sincerely,

Robert J. Hansen
Director of Public Works

BDM:cg

cc: Board of Commissioners

0410

10,047

CITY
OF SALEM
OREGON
City Hall / 555 Liberty St
Zip Code 97301

Public Works Department

April 2, 1984

REGION 2 ENGINEER
RECEIVED
APR 06 1984
☐ F_E ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Silverton Road N.E.
Lancaster Drive to Lardon Road
Comments on Preliminary Plans

Dear Mr. Stearns:

This is in response to your letter of March 14, 1984, which transmitted preliminary plans for the Silverton Road project for review and comment. The City of Salem offers the following comments:

1. Page 2. Consider using Type A curb and gutter with a 4-foot wide gutter to match the width of the bikelanes.

2. Page 2A. The construction sequence for manhole adjustment leaves unsightly patches in the new street. Please consider revising the sequence to adjust the manhole to final grade just prior to placement of the top lift of pavement.

3. Page 5. The curb radius at the northwest corner of Silverton Road and 45th Avenue should be increased to a 30-foot radius to accommodate this major traffic movement.

Also, we would like an opportunity to review the signal plans and the signing plans.

Very truly yours,
DEPARTMENT OF PUBLIC WORKS

Ronald A. Daniel
for Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL/hww

cc: Robert Hansen, Marion County Director of Public Works
Ralph W. Lambert, Chief Design Engineer
Lew Garrison, Traffic Design Engineer

10,047

2-13-84

CON 21-8
[illegible]
[illegible]

Marion County has the Lancaster Dr.-Lardon Drive Section ready for right of way acquisition and $535,952 was obligated.

NOTED
E. S. HUNTER

R/W is scheduled to be purchased by March 1985.

Lancaster Dr.-45th: 88 percent appraised; 5 percent acquired.

45th-Lardon Drive: 10 percent appraised; 0 percent acquired.

County does not have adequate Urban funds for construction cost, estimated at $1,129,000.

County currently has $240,000 unobligated for FY '84.

County's Urban fund allocation is approximately $620,000 per year.

County would have enough fund allocation by FY '86 to construct the entire project.

More than one-half the project could be constructed in FY '85.

Project is on the interstate substitution concept program.

County could (with agreement) borrow from City's Interstate Transfer fund enough money to complete the project.

County could pay back funds from future allocations of Urban funds in FY '85 and FY '86.

WFC:pf:2-13-84

RECEIVED
TECHNICAL SERVICES
FEB 27 '84
REFER TO
FOR

Info	Invos	R/D	D/R	Sign	Act	File

Marion

file
Lancaster - Lardon
Silverton Road
Marion Co.

Marion County has the Lancaster Dr.-Lardon Drive Section ready for right-of-way acquisition and construction could start next summer.

County does not have adequate Urban funds for both right-of-way and construction.

County currently has $180,000 in Urban funds available from FY '83.

County's Urban fund allocation is approximately $620,000 per year.

Right-of-way and construction estimated cost is $1,700,000.

County wants to borrow Interstate Transfer funds from City's Mission Street job in the amount of $1,600,000.

County would "pay back" City with future allocation of Urban funds from FY '84, '85 and $190,000 in FY '86.

County could advance the Silverton Road project to construction sooner using this proposal.

City's scheduling would not be impacted because they don't need the funds until design approval and they have $17.8 million in unobli-

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
JAN 25 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________________
FOR ________________________________

gated IX funds with only $9.4 million identified projects for FY '84, including Mission Street right-of-way and only $2.3 million in FY '85.

DES:GAP:pf:10-19-83

10,047

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	Lancaster Drive, N.E.-Lardon Rd., NE(Salem)	Date	January 30, 1984
Highway:	Silverton Road, FAU 1720	Twenty Year Traffic Coefficient	9.2
County:	Marion	18 kip EAL's per day	167
Prefix:	324-1996	R Value	10
Project Manager:	Don Thurston	Frost Penetration	----
		CBE Total Requirement	29.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base, Class "C"	8.0"
12.0	Cement Treated Base	21.5"
16.0"		29.5"

EXISTING ROADWAY *
(Width 14 ft.)

2.0"	A.C. Wearing Surface, Class "C". plus ½" allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

*To be utilized for the continuous left turn median lane only.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Region Federal Aid Specialist
Program Control Engineer ✓

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
FEB 02 1984
MAN. ASSIST. ______ PROGRAM UNIT ______ W
REFER TO GARY ZEHNER
FOR ______

H

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: Lancaster Drive, N.E.-Lardon Rd., N.E. (Salem) Date: January 17, 1984
Highway: Silverton Road, FAU 1720 County: Marion
Length of Project: 1.25± miles PMS No. ____ Prefix: 324-1996

ADT 14,400 % Trucks 3.8
Traffic Coefficient 9.2
Soil R Value 10
18 Kip EALs/day 167
Design Period Twenty Year
CBE Required 29.5"

Widening - New Work Width 28' (each side)	Thickness	*Overlay/Rehab. of Existing Pavement Width 14 ft.	Thickness
Alternate No. 1	**Thickness**		**Thickness**
A.C. Wearing Surface & Base, Class "B" or "C"	4.0"	A.C. Wearing Surface, Class "B" or "C"	2.0"
Cement Treated Base	12.0"	plus ½" allowance for leveling.	
		*To be utilized for the continuous left turn median lane only.	
Cost $ 8094.00 Per station			
Alternate No. 2	**Thickness**		**Thickness**
A.C. Wearing Surface & Base, Class "B" or "C"	4.0"	Same as Alternate No. 1	
Prime Coat	---		
Aggregate Leveling	2.0"		
Aggregate Base	18.0"		
Geotextile Fabric	---		
Cost $ 9583.00 Per station			
Alternate No. 3	**Thickness**		**Thickness**
Cost $			

RECEIVED
JAN 18 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
[illegible]
[illegible]
[illegible]
Trout
[illegible]

Do Not File ☐
Return to
Bring Up
Action

Remarks - Surfacing Design Engineer: Alternate No. 1 conserves materials and minimizes excavation depth.

Alternate No. 1 requires less total thickness. Access to adjacent properties can be restored on C.T.B. as seen as it is compacted. A provision will have to be made to place some 3/4"-0 rock at accesses.

Recommendations: Alternate No. 1 ✓

cc: Location
Final Design Engineer ✓
Region Engineer
Region Geologist
Project Manager

Surfacing Design Engineer

PAVEMENT TYPE SELECTION

SECTION: Lancaster Drive, N.E.-Lardon Rd., N.E. (Salem)
HIGHWAY: Silverton Road, FAU 1720 COUNTY: Marion

PRINCIPAL FACTORS GOVERNING SELECTION

1. Traffic Classification: See reverse side.
2. Soils Characteristics: See reverse side.
3. Climate Average annual rainfall is about 40 inches. Frost penetration is not significant.
4. Construction Considerations: This is a widening and overlay project in a business area, requiring access be maintained to adjacent properties.
5. Recycling: Initial Project Due to traffic handling requirements and the quality of the existing surfacing, recycling the existing surfacing may not be feasible. However, asphaltic concrete for the project can have recycled material under our permissive specification.

   Future Both alternates have good potential for future recycling.
6. Cost Comparisons: See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. Performance of similar pavements in the area: Good.
2. Adjacent Existing Pavements: A.C.
3. Conservation of Materials and Energy: Alternate No. 1 utilizes less material.
4. Availability of Local Materials or Contractor Capabilities: Commercial sources are available.
5. Traffic Safety (Finished Project): Good.
6. Incorporation of Experimental Features: N/A
7. Stimulation of Competition: Not a consideration.
8. Municipal Preference, Participating Local Government Preference and Recognition of Local Industry: Not considered.

Remarks:

Approval:

Final Design Engineer

: Surfacing Design Eng. after approval

10,047

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

December 30, 1983

Oregon State Treasurer
ATTN: Cheryl Griffith
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: Silverton Road
Lancaster Drive - Lardon Road
Section, FAU-1720

Dear Ms. Griffith:

You have on file a "Limited Power of Attorney" authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the above referenced projects.

Funds in the amount of ~~$24,000~~ 24,500 for the subject project were transferred directly to the Local Government Investment Pool by the Marion County Treasurer on December 20, 1983.

Sincerely,

Robert J. Hansen

Robert J. Hansen
Director of Public Works

RJH:jm

cc: Highway Accounting - w/attach.
Gary Potter - w/attach. ✓
Board of Commissioners
Ralph Grim
Earl Horton
Margaret Lelack
Jim Sears

Attachments

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 03 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LPU
FOR ______

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

Marion County hereby appoints the Investment Manager of the Oregon State Excess Fund as attorney in fact for it, and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Comptroller; Frank R. Griffin, Highway Division Assistant Comptroller; or Richard Hacek, Highway Division Assistant Comptroller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Marion County Treasurer, upon request by the Director of Public Works, will deposit with the State of Oregon Investment Pool various sums of money determined to be the County's share of the cost of certain improvements to be made in connection with Federal Aid projects. The purpose of this deposit is to create an account from which to pay the County's share of the cost of said projects. County deposits will each be identified as made for a specific project, and subsequent withdrawals by the State will be charged to individual project funds.

By this document Marion County authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of any one of them upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

The County will withdraw interest earned by the account as it deems appropriate.

This Power of Attorney was authorized by Marion County this 28th day of October, 1981, by a vote of the majority of a quorum of its governing body.

MARION COUNTY BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Commissioner

Randall Franke
Commissioner

APPROVED AS TO FORM:

Marion County Legal Counsel

10,047

December 14, 1983

PRO-ALL

Robert J. Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street
Salem, OR 97301

Dear Bob:

We have submitted a program to FHWA for approval of the balance of right-of-way acquisition on the Lancaster Drive-Lardon Road Section of Silverton Road.

The County share of the balance of the R/W cost is hereby requested and is computed as follows:

Total Estimated R/W Cost	$608,000
Less Federal Funds (88%)	(535,000)
Less State Share (6%)	(36,500)
COUNTY SHARE	$ 36,500
Less Previous County deposit 6-1-83	(12,000)
COUNTY DEPOSIT REQUESTED	$ 24,500

Please increase your deposit in the Local Government Investment Pool by $24,500, so that R/W acquisition may continue.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GEL:df

bcc w/AO #83-122: Phil Stearns, Region 2
Virgil Wilson, Right of Way
V. E. Skoog-Please return completed AO #83-122 when deposit is made.

10,047

CON 21-8t
Marion
Sp.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-5-83

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO files
FOR ______

7. DATE AUTHORIZATION EFFECTIVE 12/5/83

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lancaster Drive NE - Lardon Road (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

Orig. to Potter
Swan
12/13/83
jc

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
FOR

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

NOTED
W. E. SCHWARTZ

13. REMARKS

As requested by Mr. Swan's letter of 11/29/83 you are now authorized to proceed with the actual acquisition of Files 51661 through 51687 and 51720 through 51734 as shown on R/W map 9B-17-22 at a TEC of $408,000 Federal Funds $359,652.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 12/5/83

15. SIGNATURE OF APPROVING OFFICIAL John R Wichman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,047

Con 21-84
Marion
Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 29, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Project No. M-1720(3)
Lancaster Drive N.E.-Lardon Rd. (Salem) Sec.
County Road
Marion County

I request authorization to proceed with the actual acquisition of the balance of the right-of-way as programmed on the subject project from Sta. 25+50 to Sta. 71+00. The right-of-way to be acquired is as outlined in red on map 9B-17-22 submitted under our letter of July 15, 1983 and consist of files 51661 thru 51687 and 51720 thru 51734. No relocation assistance is involved.

Authorization to proceed as requested will involve an increase in obligation as follows:

	Total Cost	Federal Funds	Pro-Rata
Present Authorization	$ 200,000.00	$ 176,300.00	88.15%
Additional Requested	408,000.00	359,652.00	
Total	$ 608,000.00	$ 535,952.00	

CL:bkb
cc: J. Boyd
D. Aman
G. Zehner
General Files

Form 734-3122

10,047

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

October 27, 1983

Gary Potter
Manager Program Section
206 Transportation Bldg.
Salem, Oregon 97310

RE: Silverton Road
Lancaster Dr. to Cordon Rd. Sec.

Dear Gary:

At the meeting you and I attended on October 20, 1983, with Fred Miller, Ed Hunter, Mayor Sue Harris, Russ Abolt and the Board of Commissioners, we discussed funding for Silverton Road. It was the unanimous opinion of the group that the County should make a written request to use the FY 1984 Federal Aid Urban Funds to complete acquistion of the Silverton Road right-of-way. Please program the FY 1984 FAU appropriation for Silverton Road right-of-way as soon as the funds are available.

We appreciate your help in expediting this project.

Sincerely,

Robert J. Hansen
Director of Public Works

BM:dc

cc: Board of Commissioners
Phil Stearns
Virgil Wilson
Ron Merry

Buz - pls. discuss. [illegible]

PROGRAM SECTION
MANAGER [illegible] PROJECT UNIT 2 ✓
OCT 31 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Fed Aid & Loc. Prog.
FOR ______

10,047

Marion Co. N

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

October 13, 1983

Virgil Wilson
Region II R/W Supervisor
Oregon State Hwy. Division
Region II - 2960 E. State St.
Salem, Oregon 97310

RE: Silverton Road
Lancaster Drive-Lardon Road
Marion County

Dear Virgil:

This office has reviewed the list you sent us for access locations. After inspecting these in the field with Cliff Lehman, we have revised several locations and widths and offered a few suggestions for negotiation on others. I have also attached a copy of County standards for driveway construction. Note there is a difference between a commercial driveway and a residential driveway. Please forward the information to whomever is doing the design.

51634 & 51635 - These two property owners should be approached for a joint use 28 foot driveway and removing the one oak tree. If they don't agree then the driveways should be 16 feet and moved as far apart as practical and still miss the trees. The intent here would be to have a visible full height curb between driveways.

51639 & 51640 - The property owner should be approached to accessing file 51639 from 51640. Attention should be given to the power pole. If he doesn't agree, driveways should be moved about 6 feet further apart.

51641 & 51642 - This is a private 19 foot easement that serves 24 condominium units. We have no choice but to reestablish this as a driveway. The property owners should be approached for a joint use 28 foot driveway.

51647 - The two commercial driveways should only be 40 foot in width.

51648 - The commercial driveway at 10+18 should be 28 foot.

51650 - The commercial driveway at 18+50 should be 28 foot.

51655 - Delete this driveway. The location of the bus turnout and the neighbors hedge make this a poor location. The property has uncontrolled access on Hollywood Drive N.E.

51656 - Per you phone conversation a driveway was added at 18+85. Both driveways serve commercial use so they should be 28 foot.

51657 - The property owner should be approached to have possibly one 28' driveway rather than the two purposed at 19+80 and 20+37. Also the driveway location shown at 20+46 was changed per our phone conversation to 20+72.

51658 - The construction easement for this driveway will need to go all the way to the garage door to allow for a proper slope.

51660 - The property owner should be approached to have one 24' driveway at a location of his choice.

If we can be of any further help during the driveway negotiations, please call.

Sincerely,

Byron D Meadows

Byron Meadows
Senior Civil Engineer

BM:dc

Attachments

cc: Cliff Lehman

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEE

SHEET 1 OF 2 SHEET

LANCASTER DRIVE-LARDON ROAD
ACCESS LIST

FILE	NAME			EXISTING WIDTH	CONST. WIDTH	ENG. STA.	REMARKS
51634	Anderson			16'	16'	1+67	Possible joint use 28'
51635	Bobbitt			16'	16'	1+87	
51636	Epping			18'	18'	2+46	
51637	Erickson			--	--	--	Access - side street
51638	Snethen			16'	16'	4+85	
51639	Barker			16'	16'	5+55	Possible access from 51640
51640	Pihl/Barker		Commercial	24'	24'	5+77	
51641	Clayton			16'	16'	7+75	Possible joint use 28'
51642	Zeeb/Phair		Commercial	20'	20'	7+94	or (street?) joint use 7+85
51643	Roderick						Uses Zeeb access
51644	Garges		Commercial	open	20'	9+65	
51645	Slimak			16'	16'	10+15	
51645	Slimak			16'	16'	12+22	
51646	Kaiser Aetna		Commercial	40'	40'	2+12	
51646	Kaiser Aetna		Commercial	33'	33'	4+17	
51647	Malm		Commercial	45'	40' ~~45'~~	5+45	
51647	Malm			16'	16'	6+58	
51647	Malm		Commercial	45'	40' ~~45'~~	7+38	
51647	Malm			16'	16'	8+47	
51648	Egnatoff			16'	16'	8+85	
51648	Egnatoff		Commercial	40'	28' ~~24'~~	10+18	
51648	Egnatoff			16'	16'	11+17	
51649	Mid-Willamette School			--	--	--	No existing
51650	Chapman			24'	24'	17+8	
51650	Chapman		Commercial	open	24'	18+50	Front was open

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

LANCASTER DRIVE-LARDON ROAD
ACCESS LIST

FILE	NAME			EXISTING WIDTH	CONST. WIDTH	ENG. STA.	REMARKS
51651	Chapman			16'	16'	19+73	
51651	Chapman		Commercial	24'	24'	20+50	
51652	1st. Methodist Church		Commercial	34'	34'	21+72	If disturbed - other 45th Street
51653	Wagers			16'	16'	13+17	
51654	Van Hess			16'	16'	13+67	
51655	Schlageter			--	~~24'~~	~~14+50~~	Delete access to Hollywood
51656	Toelle		commercial	open	28' ~~24'~~	17+75	
51656 51657	Toelle Bridges		commercial	open open	28' ~~24'~~	18+85 ~~19+80~~	Delete access to 20+37
51657	Bridges		Commercial	open	28' ~~24'~~	20+37	
51657	Bridges			16'	16'	20+~~46~~ +72	
51658	Wade			16'	16'	21+72	need construction easement
51659	Butler			16'	16'	23+60	
51660	Keen			16'	16'	24+47	} combine to one 24'
51660	Keen			16'	16'	24+95	

Marion County Departmment
of Public Works

Region 2 Construction Engineer

APPLICATION AND PERMIT
TO CONSTRUCT DRIVEWAY ACCESS
PURSUANT TO ORS. 374.305
AND MARION COUNTY ORDINANCE #651

Name: ______________________________ (Print or Type)

Permit No. ____________

Permit Address: ______________________________

____

Fee: ____________

Planning Action: Yes _____ No _____

Case No. ____________

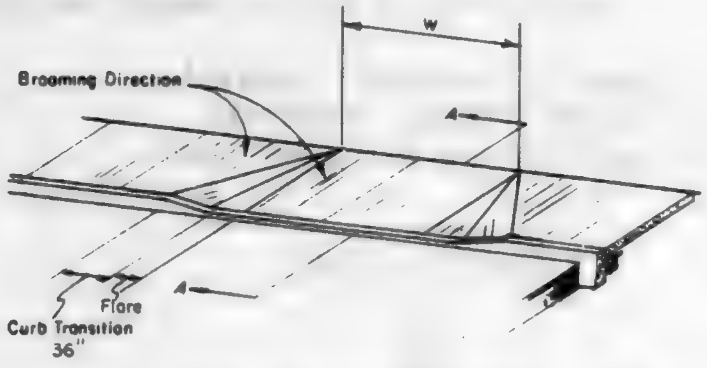
Phone: (Work) __________ (Home) __________

Applicant hereby applies to Marion County for permission to construct a driveway access to County Road No. ________________ along the ______________ side.

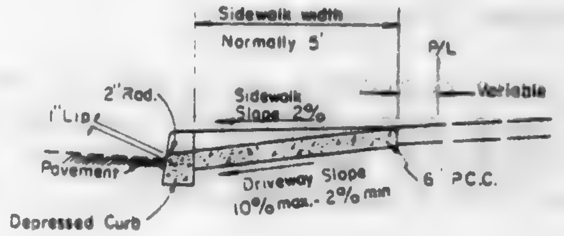
SPECIAL PROVISIONS:

1. APPLICANT OR CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF PUBLIC WORKS AT 588-5304 WHEN FORMS ARE SET BUT BEFORE POURING CONCRETE.
2. The driveway access shall be constructed in accordance with requirements as shown.
3. Construction of said access shall be completed on or before __________, 19___.
4. ____

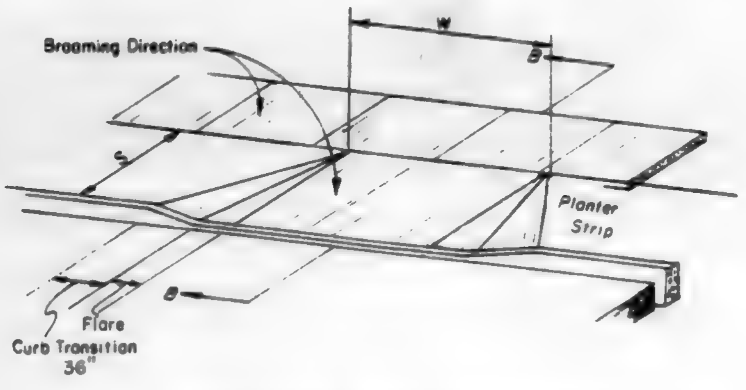
____


W
Brooming Direction
A
A
Flare
Curb Transition
36"

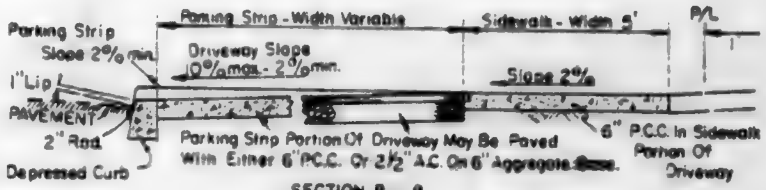
DRIVEWAY WITH CURB-LINE WALK


Sidewalk width
Normally 5'
P/L
Variable
2" Rad.
1" Lip
Sidewalk Slope 2%
Pavement
Driveway Slope 10% max.- 2% min
6" P.C.C.
Depressed Curb

SECTION A – A
Not To Scale


W
Brooming Direction
B
B
Planter Strip
Flare
Curb Transition
36"

DRIVEWAY WITH PROPERTY-LINE WALK


Parking Strip - Width Variable
Sidewalk - Width 5'
P/L
Parking Strip Slope 2% min.
Driveway Slope 10% max. - 2% min.
Slope 2%
1" Lip
PAVEMENT
2" Rad.
Depressed Curb
Parking Strip Portion Of Driveway May Be Paved With Either 6" P.C.C. Or 2½" A.C. On 6" Aggregate Base.
6" P.C.C. In Sidewalk Portion Of Driveway

SECTION B – B
Not To Scale

NOTES:

1. Flare
   - A. 36" for Commercial and Industrial where traveled lane in street is adjacent to curb (i.e., parking prohibited).
   - B. None required for Residential and Commercial where parking is allowed in street adjacent to curb.
2. Sidewalks, including that portion crossing the driveway, shall be scored transversely at 5' intervals.
3. Premolded expansion joint ½" x 3½" shall be provided between the sidewalk and P.C.C. driveways along each side of the sidewalk. Joint material shall be pushed down or cut off at least ½" below the finished concrete surface.

W= ____________

Applicant declares he is the owner or owner's agent of the real property abutting the above described County road. This permit is issued subject to the terms and provisions contained herein and attached hereto, and is accepted by the applicant subject to said terms.

Director of Public Works

Applicant: ______________________________

PURSUANT TO ORS. 374.305
AND MARION COUNTY ORDINANCE #651

Name: ____________________ (Print or Type)

Permit Address: ____________________

____

Phone: (Work) __________ (Home) __________

Permit No. __________

Fee: __________

Planning Action: Yes _____ No _____

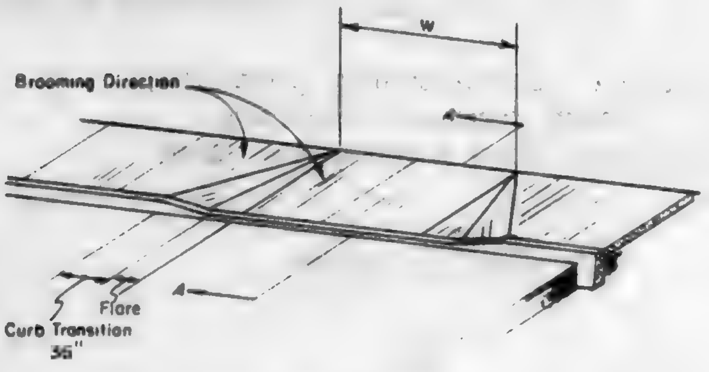
Case No. __________

Applicant hereby applies to Marion County for permission to construct a driveway access to County Road No. ______________ along the ____________ side.

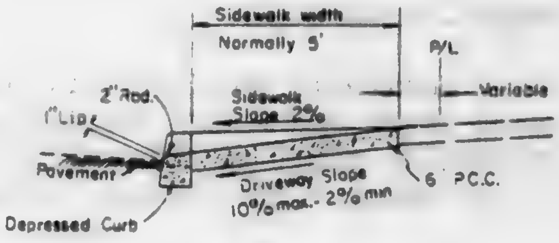
SPECIAL PROVISIONS:

1. APPLICANT OR CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF PUBLIC WORKS AT 588-5304 WHEN FORMS ARE SET BUT BEFORE POURING CONCRETE.
2. The driveway access shall be constructed in accordance with requirements as shown.
3. Construction of said access shall be completed on or before __________, 19___.
4. ____

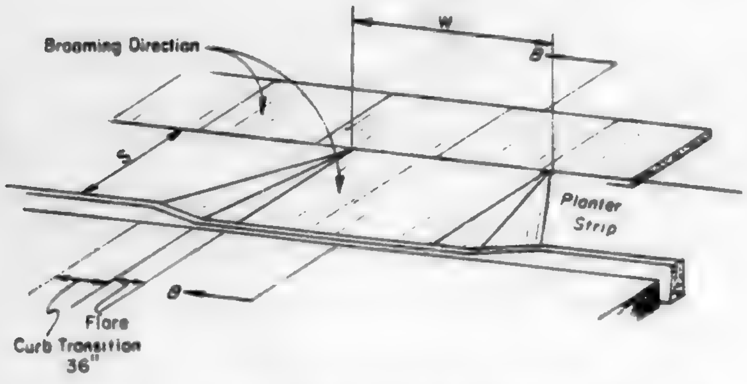
____


W
Brooming Direction
A
Flare
Curb Transition
36"

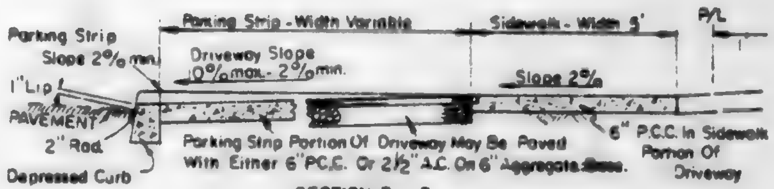
DRIVEWAY WITH CURB-LINE WALK


Sidewalk width
Normally 5'
P/L
Variable
2" Rad.
1" Lip
Sidewalk Slope 2%
Pavement
Driveway Slope 10% max. - 2% min
6" P.C.C.
Depressed Curb

SECTION A—A
Not To Scale


W
Brooming Direction
B
S
Planter Strip
Flare
Curb Transition
36"

DRIVEWAY WITH PROPERTY-LINE WALK


Parking Strip - Width Variable
Sidewalk - Width 5'
P/L
Parking Strip Slope 2% min.
Driveway Slope 10% max. - 2% min.
Slope 2%
1" Lip
PAVEMENT
2" Rad.
Depressed Curb
Parking Strip Portion Of Driveway May Be Paved With Either 6" P.C.C. Or 2½" A.C. On 6" Aggregate Base.
6" P.C.C. In Sidewalk Portion Of Driveway

SECTION B—B
Not To Scale

NOTES:

1. Flare
   - A 36" for Commercial and Industrial where traveled lane in street is adjacent to curb (i.e., parking prohibited).
   - B. None required for Residential and Commercial where parking is allowed in street adjacent to curb.
2. Sidewalks, including that portion crossing the driveway, shall be scored transversely at 5' intervals.
3. Premolded expansion joint ½" x 3½" shall be provided between the sidewalk and P.C.C. driveways along each side of the sidewalk. Joint material shall be pushed down or cut off at least ½" below the finished concrete surface.

W= ____________

Applicant declares he is the owner or owner's agent of the real property abutting the above described County road. This permit is issued subject to the terms and provisions contained herein and attached hereto, and is accepted by the applicant subject to said terms.

Applicant: ____________________

Mailing Address: ____________________

____

Date: ____________________

Director of Public Works

By: ____________________

Title: ____________________

Date: ____________________

DPW - A2
March 1982

GENERAL NOTES - CURBED SECTION DRIVEWAY ACCESS

1. Definition of dimension shown on the sketch.

   W = Top width in feet of driveway at the right-of-way line measured parallel to the center line of the roadway or its tangent.

   S = Planter Strip Width (Distance between curb and sidewalk)

2. Dimensions:

	Residential	Commercial
W	12'-24'	14'-40' (28' minimum for 2-way driveway with traveled lane adjacent to curb)

3. Sight Distance:

   It is desirable to obtain as much sight distance as reasonably possible, using every means such as approach location, brush removal, widening cut-banks, etc., to obtain the following minimums from a point 10' back of the edge of the roadway pavement.

Speed, Miles Per Hour	Sight Distance
20	110
25	150
30	200
35	250
40	310
45	380
50	460
55	550

4. Variance from above for unusual conditions may be granted.

10,047

CON 21-8+
Marion
[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION PRO

TO: FILES

DATE: October 3, 1983

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

NOTED
H. S. COULTER

SUBJECT: Funding
Lancaster Drive-Lardon Rd. N.E. (Salem)
Silverton Road

Bob Hansen, Marion County Public Works Director, called this date and asked that Ed Hunter, Fred Miller and myself be available to meet with the County Commissioners and the City to discuss the funding on the subject project.

The subject is the same: the County wants to use FAI-X funds on Silverton Road and the City is reluctant.

Meeting 3:00 PM
Oct 20

GAP:pf
Attachment

cc: Fred Miller, w/attach
H. S. Coulter, w/attach
E. S. Hunter, w/attach
R. N. Bothman, w/attach
C. O. Fredrickson, w/attach

RECEIVED
STATE HWY ENGR
OCT 4 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Lancaster - Cordon

September 16, 1983

In Reply Refer to
File No.:
PRO 6

Ronald J. Merry, P.E.
Director, Public Works Department
City Hall
555 Liberty Street
Salem, OR 97301

Lancaster Drive-Cordon Road Section
Silverton Road
Marion County

Your September 14 letter asked several questions regarding funding on the subject project.

In regard to future availability of Federal funds, Congress has traditionally honored funding allocations as outlined in current law. We have the Surface Transportation Assistance Act of 1982 that commits funding through 1986. That is the best assurance we can give.

In summary, we have no objections to Marion County and the City of Salem agreeing to a switch of FAIX and FAUS funds on Silverton Road and Mission Street.

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

ion

Form 734-3122

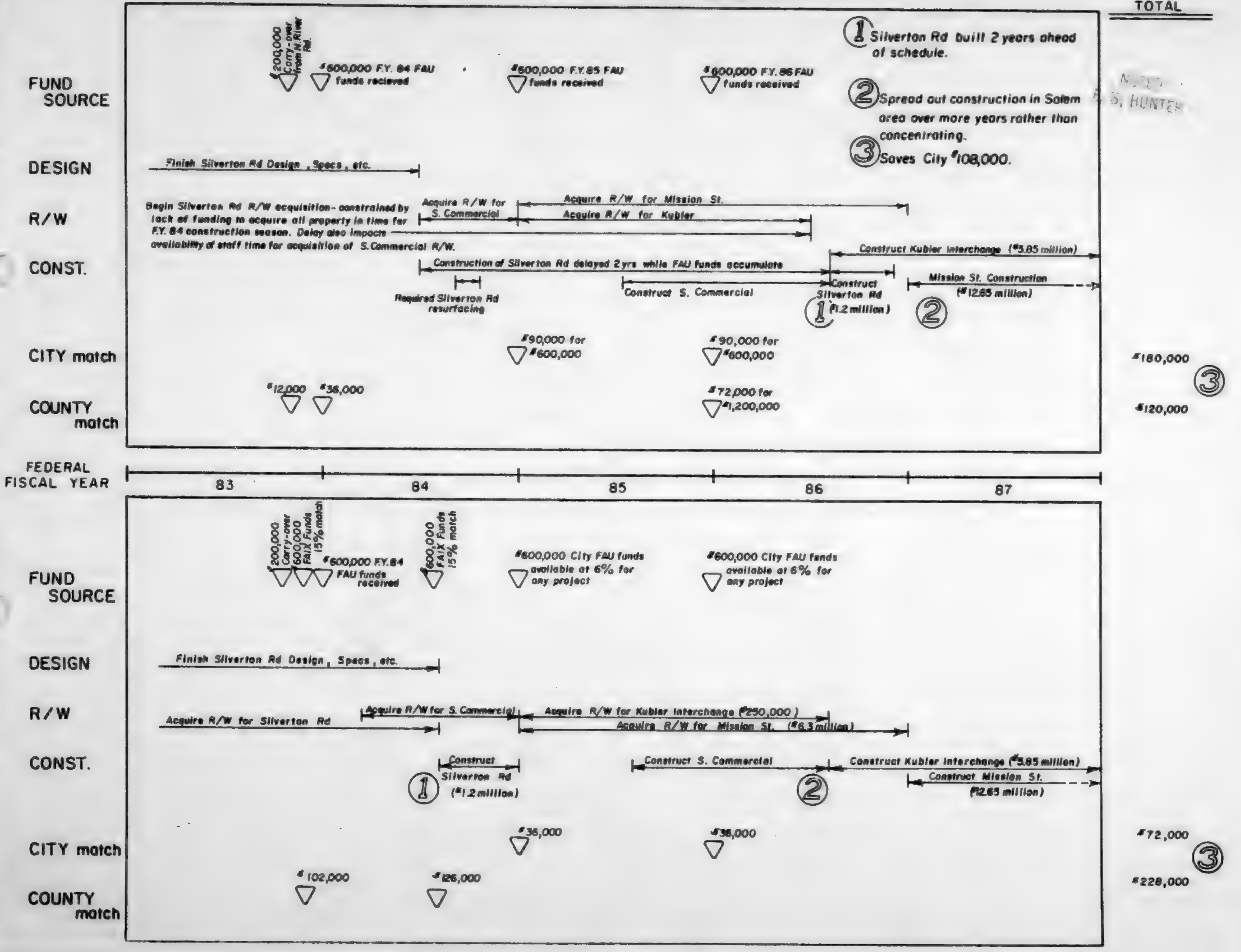
Con 21-8
Marion
5p

COMPARISON OF FUNDING ALTERNATIVES (FAU VS. FAIX)
FOR THE SILVERTON ROAD PROJECT

SCENARIO A- COUNTY MUST WAIT FOR FAU FUNDS FOR SILVERTON ROAD

10,047

SCENARIO B- SUBSTITUTION OF FAIX FOR FAU FUNDS FOR SILVERTON ROAD



NOTED
R. S. HUNTER

10,047

CON 21-85
Marion
Lp.

September 16, 1983

PRO 6

Ronald J. Merry, P.E.
Director, Public Works Department
City Hall
555 Liberty Street
Salem, OR 97301

Lancaster Drive-Cordon Road Section
Silverton Road
Marion County

Your September 14 letter asked several questions regarding funding on the subject project.

In regard to future availability of Federal funds, Congress has traditionally honored funding allocations as outlined in current law. We have the Surface Transportation Assistance Act of 1982 that commits funding through 1986. That is the best assurance we can give.

In summary, we have no objections to Marion County and the City of Salem agreeing to a switch of FAIX and FAUS funds on Silverton Road and Mission Street.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc/enc. H. S. Coulter
Gary Potter
J. H. Versteeg
C. O. Fredrickson

GAP:ja

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

September 14, 1983

Ed Hunter, Assistant State Highway Engineer
Technical Services
Oregon State Highway Division
Transportation Building
Salem, OR 97310

RE: Silverton Road
Lancaster Drive to Cordon Road
Funding

Dear ~~Mr. Hunter~~ Ed:

The City has received the attached July 5, 1983 letter from Marion County regarding funding alternatives for the Silverton Road project. The City Manager has expressed a preliminary opinion to Marion County which does not support the County's proposal. There are informal discussions now taking place between County Commissioners and the Mayor.

Item 4 in Marion County's letter concerns us. As we understand, the wording of the federal legislation gives a good deal of certainty that the Salem area will receive the appropriated interstate transfer funds. We are unsure of the certainty of the federal aid urban funds. In your estimation, what is the relative degree of certainty of the federal aid urban funds versus the interstate transfer funds for the Salem area.

✓ We need your opinion on this matter by the end of this week, if at all possible. Thank you in advance for your timely attention to this matter.

Sincerely,

DEPARTMENT OF PUBLIC WORKS

Ron

Ronald J. Merry, P.E.
Director

Hand Del.
9:15 a.m.
j

RECEIVED
TECHNICAL SERVICES
SEP 15 '83
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

RJM:RWL:dh
Attachment

cc: C.O. Fredrickson, OSHD Region 2 Engineer
Russ Abolt, City Manager
Rosalind A. Daniels, Assistant Director of Public Works/Engineering
Marlin D. Brinkley, City Engineer
Ralph W. Lambert, Chief Design Engineer

MARION COUNTY
BOARD OF COMMISSIONERS
Courthouse, Salem, Oregon 97301-3670
503 588-5212

COMMISSIONERS
Randall Franke, Chairman
Garry Kanz
Gary Heer
ADMINISTRATIVE
OFFICER
Ken Roudybush

RECEIVED
JUL 6 1983
MAYOR/CITY MANAGER

July 5, 1983

Russ Abolt
City Manager
555 Liberty Street S.E.
Salem, Oregon 97301

Re: Acceleration of Silverton
Road Construction

Dear Russ:

Following our conversation of June 13th, I requested additional information from County staff to clarify the proposed agreement.

The following points summarize what we believe to be the benefits of partially funding the Silverton Road project with FAIX funds in 1984, rather than delaying construction until 1986.

1. This proposal accelerates the use of federal money available to the Salem area, infusing money into the community and creating jobs much sooner than otherwise possible.

2. This proposal improves the Salem area transportation network, creating a more efficient and safer system for the Salem area.

3. This proposal allows the community to take advantage of the current lower construction costs presently available. Those costs may not be available in three years.

4. The FAIX funds will not be depleted, but replenished by FAU funding, which Congress recently authorized through 1986 in the Surface Transportation Assistance Act of 1982. The $1.2 million use of FAIX funds in FY 84 would be available as needed in amounts of $600,000 in FY 85 and $600,000 in FY 86. This meets the anticipated cash flow for FAIX projects outlined in Attachment A.

5. Right-of-way acquisition can begin now prior to similar acquisition for the South Commercial and Mission projects. This allows the state to level off its work load, not only for the right of way acquisition phase but for other engineering and administration activities. It makes sense to spread these activities out rather than having them lumped into the same time period.

6. The City benefits by paying a reduced match. The FAIX match requirement is 15%, while FAU is 6%--saving the City over $100,000 (9% of $1.2 million) in local match requirements. In effect, the County is willing to pay $100,000 more to see this project implemented as soon as possible and we hope the City will cooperate in this effort.

It is the position of the County that a meeting of those involved (elected officials, State Highway officials, and staff) be held to answer all questions and concerns which the various parties may have. I look forward to working with you in this effort to utilize the public funds for the public benefit.

Sincerely,

Ken Roudybush

Ken Roudybush
Administrative Officer

cc: Board of Commissioners
Public Works

Attachment

① rates
② %
③ borrowed check

10,047

B/U ~~9A1~~
CON 91-8

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: August 4, 1983

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Lancaster Drive NE-Lardon Road NE (Salem)
Silverton Road
Marion County

This project is the top county priority now that the North River Road improvements are underway. It is currently planned to use Federal-Aid Urban funds. The county is now ready to start acquiring the necessary right of way, but there are not enough Urban funds to acquire all of the right of way.

The county has proposed an agreement with the City of Salem that would allow them to acquire the right of way using Interstate Substitution funds to be replaced with future allocations of Federal-Aid Urban funds presently assigned to the Silverton Road project. The Silverton Road project could be advanced to construction earlier than if the county had to accumulate future FAU allocations.

The Mission Street and other projects, from which the IX funds could be borrowed, would not be delayed since the need for additional funds is not anticipated until after the FAU funds will be available. Further, the City would benefit because their match requirement using substituted FAU funds is only 6% as opposed to 15% for IX.

Even with all the benefits, the City of Salem has rejected the idea. Bob Hanson has requested that we help explain the advantages of the county's proposal to Russ.

I spoke with Ron Merry this date and he said the City has rejected the County's proposal by a letter directed to Bob Hanson. Our further involvement, at this time, is not needed or wanted. Ron Merry said he would speak to Bob Hanson.

I wanted to document this for the benefit of those who should know.

DES:GAP:pf

cc: ✓R. N. Bothman
E. S. Hunter
C. O. Fredrickson

RECEIVED
ASST STATE HWY ENGR
AUG 05 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
ROBERT N. BOTHMAN

81-125-1387

10.047

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

August 2, 1983

Oregon State Treasurer
ATTN: CHERYL GRIFFITH
Local Government Investment Pool
Room 159, State Capitol Building
Salem, Oregon 97310

RE: Silverton Road
Lancaster Dr. - Lardon
Road Section

Dear Ms. Griffith:

You have on file a "Limited Power of Attorney" authorizing the Oregon State Highway Division to withdraw funds from the Local Government Investment Pool (Account No. 4718) for Marion County's share of costs of the above referenced projects.

Funds in the amount of $12,000 for the subject project were transferred directly to the Local Government Investment Pool by the Marion County Treasurer on July 29, 1983.

Sincerely,

Robert J. Hansen

Robert J. Hansen
Director of Public Works

RJH:cg

cc: Highway Accounting - w/attach.
D. E. Swan - w/attach. ✓
Board of Commissioners
Ralph Grim
Earl Horton
Margaret Lelack
Jim Sears

Attachments

AP 83-64
LGIP
8-1-83
G

PROJECT UNIT 5 ✓
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ~~Reynoldson~~
FOR ________ G

LIMITED POWER OF ATTORNEY
AL GOVERNMENT INVESTMENT POOL

Marion County hereby appoints the Investment Manager of the Oregon State Excess Fund as attorney in fact for it, and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Comptroller; Frank R. Griffin, Highway Division Assistant Comptroller; or Richard Hacek, Highway Division Assistant Comptroller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Marion County Treasurer, upon request by the Director of Public Works, will deposit with the State of Oregon Investment Pool various sums of money determined to be the County's share of the cost of certain improvements to be made in connection with Federal Aid projects. The purpose of this deposit is to create an account from which to pay the County's share of the cost of said projects. County deposits will each be identified as made for a specific project, and subsequent withdrawals by the State will be charged to individual project funds.

By this document Marion County authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of any one of them upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

The County will withdraw interest earned by the account as it deems appropriate.

This Power of Attorney was authorized by Marion County this 28th day of October, 1981, by a vote of the majority of a quorum of its governing body.

MARION COUNTY BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

APPROVED AS TO FORM:

Marion County Legal Counsel

10,047

July 22, 1983

PRO

Robert J. Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street
Salem, Oregon 97301

Dear Bob:

We have submitted a program to FHWA for approval of the right-of-way acquisition phase on the Lancaster Drive-Lardon Road Section of Silverton Road. Since the Salem Urbanized area has a limited amount of FAU funds available at this time; we are requesting approval to acquire R/W files totalling $200,000.

The Agreement No. 5614 requires an advance deposit for the County's share of the R/W at this time. The County share is computed as follows:

Total R/W Cost-Phase 1	$ 200,000
Less Federal Funds	(176,000)
Less State Share (6%)	(12,000)
COUNTY SHARE & ADVANCE DEPOSIT	$ 12,000

We will proceed with R/W acquisition after receipt of your advance deposit. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
Attachment
bcc w/AD #83-64: Phil Stearns — Region 2
Virgil Wilson — Region 2 R/W
V.E. Skoog — Please return completed AD #83-64 when deposit is made.

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

AD 83-64

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY

Reference ____________ (1-11)
Invoice No. ____________ (12-17)
Date of Deposit ____________ (18-23)
Sort Key ____________ (24-26)

Depositor Marion County (27-58)
Amount $12,000 (59-67)

Project Name or Purpose Lancaster Dr.-Lardon Rd. (18-49)

Contract No. ____________ (50-53)   Agreement No. 5614 (54-58)

Prefixes ____________ (59-65) ____________ (66-72) ____________ (73-79)

Federal Aid Project, Right of Way File, or Other ID No. M-1720(3) (18-37)

Section Responsible for Monitoring Project Region 2 (38-52)

Section Responsible for Billing Project Local Programs Unit (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐   2) Upon Completion ☒

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date October 1, 1984 (69-74)

REMARKS: Partial R/W Advance Deposit

Region ____________   District ____________

Section Local Programs   Submitted by Gary E. Zehner   Date 7-22-83
Gary E. Zehner

Received in Accounting by ____________   Date ____________

FORM 734-1382 (4-77)

rll 10.047

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(3) Con 21-8

2. STATE PROJECT NO. See below Marion 3p

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30155

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/20/83

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lancaster Drive NE - Lardon Road (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7/15/83 you are now authorized to proceed with the actual acquisition of Right-of-Way files 51634 through 51660 (27 files only) as shown on Right-of-Way map 9B-17-22 at a TEC of $200,000 Federal Funds $176,300.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 25 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
7/25

14. DATE 7/20/83

15. SIGNATURE OF APPROVING OFFICIAL John R Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

10,047

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 15, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30155
Project No. M-1720(3)
Lancaster Drive-Lardon Road Section
Marion County

Enclosed is data consisting of PR-1 forms, project maps and right-of-way map No. 9B-17-22 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases for the portion of the project from Station 0+00 to Station 25+50 which consists of files 51634 thru 51660 at an estimated total cost of $200,000 with an obligation of $176,300 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

Further requests for acquisition of additional files will be submitted in the future upon receipt of additional Federal funds.

A copy of the State Clearinghouse A-95 conclusions has been previously forwarded.

CL:bks
Enc.
cc: J. Boyd
D. Aman
G. Zehner
General Files

Budget Bureau No. 4

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 15, 1983

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Lancaster Dr. to E. 1.34 mi.	ADT	PRESENT 15,300	FUTURE ----	YEAR ----	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 1720

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Marion
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U FEDERAL-AID 1720 STATE Co. Rd.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-16)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"Lancaster Drive N.E.- Lardon Rd. (Salem) Sec."	1.34	608,000	535,952	36,024	36,024
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	1.34	608,000	535,952	36,024	36,024
1	14	PROGRAM APPROVAL DATES 2-17-76 3-01-83			(16) (23)	(24) (33)	REMARKS Additional Data: item M-62	

324-1996

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

July 15, 1983

ROJECT LOCATION (45 typewriter spaces): Co. Rd., Lancaster Dr. to E. 1.34 mi.

ADT: PRESENT 15,300 | FUTURE ---- | YEAR ----

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: W32

ITEM NO.: 30155

SED WORK (35 typewriter: quisition

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) M- | NUMBER 1720 | SEQ. NO. (3)

I. Projects Only: POST MI. | DESIG.

NDS: Urban System

Salem

COUNTY NAME: Marion | CODE 047

ROUTE NO.: U | FEDERAL-AID 1720 | STATE Co. Rd. | U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Lancaster Drive N.E.-Lardon Rd. (Salem) Sec."	1.34	608,000	535,952	36,024	36,024 (Co.)	
CONST (CODE)								ROW-84' minimum; Access Control-none; Parking Restrictions-complete.
BY C.L.		PROJECT TOTALS	1.34	608,000	535,952	36,024	36,024	

APPROVAL DATES
2-17-76
3-01-83

REMARKS
Additional Data: item M-62; Project No. M-1720(1).

-over

USCOMM DUSCOMM-DC 48905-P61

[illegible] Dr. N.E.-Lardon Rd. N.E. (Salem) Section
Project No. M-1720(3)

Project Data: Work consists of right-of-way acquistion all phases as required for the future construction to provide for 4 travel lanes, 14 foot continuous left turn median and 6 foot sidewalks.

23 CFR 771 Requirements: Finding of No Significant Impact (FONSI) concurred in by FHWA on July 29, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- Held on November 20, 1979.
b) Location Design ----- Approval granted by adaption of the FONSI.

Note: 1) This project is in Congressional District No. 5.
2) No relocation assistance involved.
3) Included in MWVCOG FY '83 TIP A/E page 7 item No. 1.4.2

10,047

MARION COUNTY
OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

June 24, 1983

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, OR 97310

RE: Silverton Road
Lancaster Dr. - Lardon
Rd. Section - FAU 1720

Dear Mr. Stearns:

Now that the last FAU construction contract has been awarded for the North River Road project, it is time to turn our attention to Silverton Road. The County is anxious to have Silverton Road improved. In order to expedite the project, please obligate the remaining FAU funds, approximately $186,700, to right-of-way acquisition. We realize that the amount available is not sufficient to complete the acquisition for the entire project; it will, however, start what will be a lengthy process.

We would recommend that the right-of-way acquisition be started at Lancaster Drive and proceed east as far as the funds will allow. The properties close to Lancaster Drive will be some of the most expensive, as well as possibly the hardest to negotiate. This will also allow for possible stage construction should the construction funds not be available all at once.

Sincerely,

Byron D. Meadow

for Robert J. Hansen
Director of Public Works

BM:cg

cc: Board of Commissioners
Richard Santner
Gary Zehner ✓ G. Zehner

Joe Gaither

PROGRAM SECTION
MANAGER B PROJECT UNIT 5
JUN 2 [illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT G
REFER TO ________________
FOR ________________

10,047

6-17-83

Lancaster Dr. - Lardon Rd. Sec.
Silverton Rd.
Marion Co.

6-17-83

The balance of FAU funds in the Salem Urbanized area will be used to acquire R/W on Silverton Road project. I suggested to Byron Meadows of Marion County and he concurred, that we obligate beginning at Lancaster and proceed easterly acquiring all files until the available funds are depleted. (approx. $200,000 [redacted] Total funds). This will allow a section to be cleared for contracting should other funds become available.

cc: Cliff Laux

10,047

CON

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: May ~~5~~ 11, 1983

FROM: Donald Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Lancaster Drive-Lardon Road
Section
Silverton Road N.E.
Marion County
Project #M-1720(1)

We have received 69 files on the above FAUS project that is scheduled for a F 3 qtr. 85 letting. The acquisition of this right-of-way is estimated at $608,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers Files 51634 through 51687 and 51720 through 51734 as shown on map 9B-17-22.

DA:jh
attach.

5-11-83

Discussed programing of FAU funds w/ Richard Santner. He concurs that no funds identified in FY 83 for R/w. We will put on hold until funds are available. Told Don Aman & Cliff Laux.

PROGRAM SECTION
MANAGER GP PROJECT UNIT S ✓
MAY 9 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

81-125-1307

10,047

Con 21-f
Marion
-S.P

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-1720(1)
Lancaster Drive NE-Lardon Road NE
Silverton Road
Marion County

Date: February 17, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Adams' February 3, 1983 letter on the subject Silverton Road project has been reviewed.

The proposed typical section for this improvement consists of four 12-foot travel lanes, a 14-foot left-turn lane and 4-foot bikeway lanes adjacent to the curbs for a total width of 70-feet. Six-foot walks adjacent to the curbs are also proposed.

Mr. Adams indicates that on the Lancaster Drive end of the project, for about 200-feet on the north side and 400-feet on the south side, the existing curbs (and curb walks) are 68-feet apart. This section is presently striped for four lanes and a left-turn lane. Walks are a foot from the property lines with the utility poles located at the back of the walks.

He proposes to leave the 68-foot section as is, except for an overlay and we concur. As he points out, this action would eliminate the need for additional right-of-way in this area, eliminate the cost of removing and replacing 600-feet of curb and sidewalks, and five driveways, and would minimize the construction inconvenience to three commercial properties.

G. K. Dossner
for Dale E. Wilken

RECEIVED
STATE HWY ENGR

FEB 25 '83

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CON 51-8
Marion
S.P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 3, 1983

In Reply Refer to
File No.:
DES 16

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO
Schwartz
FOR
Info ☒ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☒

NOTED
W. E. SCHWARTZ

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Lancaster Drive N.E.-Lardon Road N.E.
Silverton Road
Marion County

The proposed project is the improvement of Silverton Road from a two-lane section to a four-lane with median left-turn lane. The proposed curbed typical section is four 12-foot travel lanes, 14-foot median left-turn lane and 4-foot bikeway lanes adjacent to the curbs for a total width of 70 feet. Six-foot walks adjacent to the curbs are also proposed.

On the Lancaster Drive end of the project, for about 200 feet on the north side and 400 feet on the south side, existing curbs (and curb walks) are 68 feet apart. This section is presently striped for four lanes and a left-turn lane. Walks are a foot from the property line and utility poles are at the back of the walk.

We are proposing to leave the 68-foot section as is, except for an overlay. This will save reconstructing 600 feet of curb and walk, five driveways and acquiring right-of-way and possibly damaging three commercial properties.

Your concurrence with this proposal is solicited.

J. H. Versteeg
Road Design Engineer

by DRA

Donald R. Adams, P.E.
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
C. O. Fredrickson
J. H. Versteeg
Fred Eriksen

FE:ja

Form 734-3122

10,547

marion Co.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Lancaster Road-Lardon Road
Silverton Road

FAU 1720

REGION: 2

AUTHORIZATION NO.: 4

PREFIX: 324-1996

DATE: 2/10/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 48,000	$ 41,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,500	$ 0
902 CITIZEN'S INVOLVEMENT	200	200	916 PHOTOGRAMMETRY			934 GEOLOGY	500	0
903 LOCAL GOVERNMENT	5,000	3,100	918 LOCATION	1,800	1,600	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	0
905 FINAL DESIGN	15,000	1,000	920 PROGRAM MANAGEMENT	3,300	3,300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	3,000	0	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN	4,600	4,600	922 ADMIN. SERVICES	100	0	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	24,100	24,100	923 ENVIRONMENTAL SECTION	9,000	9,000	950 TRAINING	2,700	2,700
910 REGION GEOLOGIST	3,000	2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	3,000	400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING	3,400	3,400
913 RIGHT-OF-WAY LIAISON	3,300	3,100	927 FREE BRIDGE DESIGN			917	500	500
914 REGION UTILITY LIAISON	1,000	800	932 RAILROAD & UTILITIES	200	0			
						TOTALS	$ 133,700	$ 101,300
						PREVIOUS AUTHORIZATION		$ 93,800
						ADD. AUTH. REQUIRED		$ 7,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: M-1720(1)

LOCATION ENGINEER'S REMARKS

This authority is to adjust for amounts already spent plus allow completion for R/W Description. No other work to be performed without consent of county.

1 Velteer ✓
2 Anderson
Adams
Jacob
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
MAR 10 1983
ROAD DESIGN SECTION

cy Watson

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Bring Up

PREPARED BY Phillip V. Lewellyn	DATE 2/10/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/3/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 2-28-83
RECOMMENDED, LOCATION ENGINEER X Frank E. Pepin	DATE 2/28/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-29-81	

734-1914 (7-82)

10,047

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

January 26, 1983

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Dept. of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Silverton Road FAU Project
Lancaster Dr. - Lardon Rd. Section

Dear Phil:

In response to our phone conversation of January 24, 1983, please have the Project Management Section obligate an additional $6,500 to Silverton Road Right-of-Way. It is my understanding that these funds are necessary to complete the right-of-way descriptions.

Although North River Road is our first priority for use of FAU funds, we recognize that using $6,500 for Silverton Road should not adversely affect the construction of the remaining North River Road project. Completion of the right-of-way phase will allow us to continue progress on Silverton Road and put us in a position, if funds are available, to let a construction contract for Silverton Road in FY 1984.

If any further items require our consultation, please do not hesitate to call me.

Sincerely,

Robert J. Hansen

Robert J. Hansen
Director of Public Works

BM:cg

cc: Board of Commissioners
Ron Merry
Buzz Swan
Alan Hershey

CC: F.E. Terpin

REGION 2 ENGINEER
RECEIVED
☐ RLE JAN 3 1 1983 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

PROGRAM MANAGEMENT SECTION
DH[illegible] ☐ DES ☐
S[illegible]M ☐ [illegible] ☐ [illegible] ☐
FEB 2 1983
REFERRED TO____________________
FOR ____________________________
FILE: P[illegible] F[illegible] LG.

10,047

HIGHWAY DIVISION - LOCATION UNIT

LOC 17
324-1996

D. E. Swan
Acting Program Management Engineer

January 19, 1983

Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

Lancaster Drive-Lardon Road
Silverton Road
Marion County
Prefix 324-1996
FAU 1720(1)

The authorized funding is not sufficient to complete preliminary engineering for the subject project.

Our estimate indicates an additional funding amount of $6,500 will be required to complete work through R/W Descriptions for a total of $101,300.

Please notify the local official(s) that additional funding is required and inform this office if this increase either has or does not have their concurrence.

FET/PVL:ge

cc Gary Zehner

cc: Phil Stearns
Please notify County and advise us how to proceed.
G

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JAN 20 1983
REFERRED TO____________
FOR ____________
FILE: PM FA LG.

10,047

Con 21-8
Marion
Sp

STATE OF OREGON

ROAD DESIGN SECTION 378-6558

INTEROFFICE MEMO

DES 16

TO: C. O. Fredrickson
Region II Engineer

DATE: January 7, 1983

FROM: J. H. Versteeg
Road Design Engineer

J H Versteeg

SUBJECT: Lancaster Drive-Lardon Road Section
Silverton Road
Marion County

NOTED
E. S. HUN

Roger Hansen's recent letter to Phil Stearns indicates the Highway Division is in a position to immediately acquire right-of-way on the above project. This is not entirely correct.

You may recall work on this section was suspended in July 1981 due to a reduction in Federal-Aid funding. At that time right-of-way requirements had been established but descriptions were not revised. It is estimated 2 months are needed for the description phase followed by an additional month to program acquisition with FHWA. Right of way acquisition may be expected to begin in April.

WHW:rlr

cc: E. S. Hunter
~~Phil Stearns~~

RECEIVED
TECHNICAL SERVICES
JAN 11 '83
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	[illegible]	File

Contains Recycled Materials

10,047

STATE OF OREGON
Highway Division 378-26262

INTEROFFICE MEMO

TO: D. E. Swan
ACTING PROGRAM MANAGER

DATE: January 6, 1983

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Lancaster Dr. - Lardon Rd. Section
Silverton Road
Salem Urban Area

Attached is a letter from Marion County requesting we proceed with right-of-way acquisition for subject project.

I called Bob Hansen, Public Works Director, and explained the funding wasn't available for both North River Road and Silverton Road. He explained his intent wasn't to acquire right-of-way, but to complete the descriptions for right-of-way and be prepared for acquisition when funds become available.

Please forward County's request through channels for appropriate action.

POS/bah

cc w/Att.: Phil Lewellyn
Hank Wakerlig

81-125-1387

Contains Recycled Materials

PROGRAM MANAGEMENT SECTION
DHM ☐ [✓ DES ☐]
SHM ☐ MJK ☐ DNH ☐
JAN 7 1983
REFERRED TO
FOR
FILE: PM FA LG.

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

December 30, 1982

Phil Stearns
Regional Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, OR 97310

RE: Silverton Road FAU Project
(Lancaster Drive - Lardon Rd.
Section)

Dear Mr. Stearns:

By letter of July 1, 1981, to the Mid-Willamette Valley Council of Governments, Marion County requested that then-available FAU funds be reserved to the maximum practicable extent for completion of the Chemawa Road - Stark Street section of North River Road. It now appears that (with contracts for remaining North River Road work expected to be awarded within a few months, and with recent extension of the Highway Trust Fund through Fiscal Year 1986) additional FAU funds are available to the Salem Metropolitan Area.

The Silverton Road FAU project has been included in the current Transportation Improvement Program at the priority immediately below North River Road for several years. It is understood that OSHD was prepared to start acquisition of required additional right-of-way during August, 1981, and that acquisition action was delayed only by lack of funding.

In consideration of the above, OSHD should immediately initiate acquisition of right-of-way needed for improvement of the Lancaster Drive - Lardon Road section of Silverton Road and should schedule timely award of the contract for construction. Marion County is prepared to commit its share of local matching funds for right-of-way acquisition upon your request. Unless otherwise advised, County matching funds for construction will be budgeted for payment early in Calendar Year 1984.

Please advise as further County action becomes appropriate.

Sincerely,

R.J. Hansen

Robert J. Hansen
Director of Public Works

JJG:cg

cc: Board of Commissioners
Ed Hunter
Alan Hershey
Virgil Wilson
Don Harwell

REGION 2 ENGINEER
RECEIVED
JAN 05 1983
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

10,047

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

April ~~15~~ 22, 1982

Fiscal 1984 FAU PE only for G.P.-Sigs, Sn project. $1,900,000

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

Re: Lancaster Drive - Lardon Road
Section of Silverton Road
(FAU 1720)

Dear Mr. Stearns:

This Department recently received copies of Pages 10529-30 of the Federal Register of March 11, 1982, publishing notice of changes to 23 CFR, Part 712, Right-of-Way Revolving Fund. This notice indicates that substantial advance funds are available without interest for advance acquisition of right-of-way for future construction of highways on any Federal Aid system.

Substantial benefits would accrue to area residents, as well as to inter-county travelers using State Sign Route 213, if the construction schedule for the Silverton Road improvement project could be advanced by immediate acquisition of necessary right-of-way. Please advise if there is any action Marion County can take to now initiate acquisition of right-of-way on Silverton Road using the Right-of-Way Revolving Fund.

Sincerely,

Robert J. Hansen

Robert J. Hansen
Director of Public Works

JJG:cg

cc: Bruce Boyd
Don Harwell ✓

4-22-82
Discussed w/stearns. This is a loan program that County would have to pay back 100%. Cliff Laux says state doesn't use because too much red tape, reporting, etc., he suggests discouraging the County G

KEH G
MH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR [illegible] 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

10047

3-3-82

Con 21-8t
Marion
Sp
L

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS. ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1720(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
Federal Highway Administration
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. M-62

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-29-81

8. FEDERAL ROUTE NUMBER FAU 1720

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lancaster Drive - Walker Road

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION, including utility preparatory work. TEC $11,500; Fed Funds $9,866.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's February 3, 1982 letter, this will confirm eligibility date of 7-29-81 to proceed with PS&E preparation. FONSI approved 7-29-81.

RECEIVED
STATE HWY ENGR
MAR 8 '82
REFER TO Moe[illegible]
FOR

Orig
3-8

14. DATE 3-3-82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,047

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February ~~3~~ 5, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. M-1720(1)
Lancaster Drive-Walker Road Section
Marion County

I request authorization as of July 29, 1981 to proceed with the portion of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $11,500 with obligation of $9,866 in federal funds.

This request is based on the fact that the Finding-of-No-Significant-Impact (FONSI) was approved by FHWA on July 29, 1981.

CL:bkc

cc: G. Zehner
P. Stearns
General Files

2-5-82
This increase covers $5000.± B code in addition to PS&E Prep. E

E

Form 734-3122

1985 Lancaster Dr. NE-Lardon Rd.10,047
NE (Salem) Sec, E. edge of Salem
(gr, pav, sign, ill, signals) #1

C+A 5614 04-02-76
02-22-80
04-03-85

10,09.7

CON 51-8
Marion
Co
S.P.

September 18, 1981

DES 16

Harry Carson, Jr., Chairman
Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Lancaster Dr.-
Walker Rd.

Dear Mr. Carson:

My July 20 letter to you regarding status of the Olson - copy Avenue and Silverton Road projects stated I would notify you of the charges to these projects.

Charges in our accounting system through June 1981 for the Olson Avenue project are $22,923.92 and for the Silverton Road project are $83,291.36.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

cc Alan Hershey
Director, COG

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
C. O. Fredrickson
Phil Lewellyn

PL:ge ja

CON 21-8

GENERAL FILES

Marion Sp.

July 20, 1981

Harry Carson, Jr., Chairman
Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Yancnotea Cr. -
Walker Rd.

Dear Mr. Carson:

Reduction in Federal-Aid Funding

I received a copy of your July 1 letter to Alan Hershey, Director of the Mid-Willamette Valley Council of Governments. This is to advise you that work has been suspended on the Olson Avenue and the Silverton Road projects.

The field survey on the Olson Avenue project has been completed and is being held in the Location Engineer's office.

copy
#10,047
acc 9-5
cutback

On the Silverton Road project, the field survey has been completed and the requirements for right-of-way have been established. As yet, no descriptions have been written.

To assist you in your planning effort, we will notify you of the charges to the projects when we receive the totals including this month's expenditures. This information should be available in August.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

cc Alan Hershey, Director
COG

bc H. S. Coulter
D. H. Moehring
C. O. Fredrickson
D. O. Christensen
Phil Lewellyn

FET:ge/ESH:ja

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Ken Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

RECEIVED
TECHNICAL SERVICE
JUL 8 '81
REFER TO Turpin
FO
info | inves | R/D | D/R

Ole investigate status of these projects and discuss.
ESH

July 1, 1981

Mr. Alan Hershey
Director, Mid-Willamette Valley
Council of Governments and
Metropolitan Planning Organization for
Salem Urban Area
400 Senator Building
220 High Street N.E.
Salem, Oregon 97301

RE: Reduction in Federal Aid Urban Funding.

Dear Mr. Hershey:

Reference is made to Memorandum dated June 16, 1981, in which the COG Senior Transportation Planner furnished detailed data to the Citizens Advisory Committee on the Status of Federal Aid Urban Funds. (copy attached) The data contained therein indicate, even though final action on funding will continue over the ensuing years, that extraordinary actions are necessary in connection with the Federal Aid Urban Program.

North River Road improvement is Marion County's highest priority Federal Aid Project. OSHD is proceeding with this project under terms of a Construction-finance agreement executed by State and County on August 16, 1978, and is now more than midway through procurement of right-of-way. Right-of-way acquisition is fully funded. Construction is scheduled to start in early 1982, but it appears that a construction funding problem has developed. If funds become available in a lesser amount than required for full construction, Marion County is prepared to work with OSHD to utilize those funds in a manner that will provide a fully operating first stage of the project and leave a second stage for construction as other funds become available. This action can be taken as soon as the Oregon Department of Transportation releases a firm figure on the amount of funds to be made available.

In the meantime, it is requested that the Salem Metropolitan Planning Organization take the following actions toward maximum construction of the North River Road FAU project:

a. Retain the project at highest priority in the approved current year Transportation Improvement Program and take all feasible actions to obtain full project funding. In this regard, it is noted that the State has classified North River Road as an arterial, and that current State policy permits expenditure of Federal Aid Primary funds on arterials.

7-10-81

b. Curtail expenditure of local FAU funds other than on North River Road to the maximum practicable extent, until other adequate funding source(s) is identified. Work on the Silverton Road FAU project should not be carried beyond preliminary design. Further work on the Olson Avenue project should be suspended. Expenditure of FAU funds in connection with new projects should not be permitted.

Ready to write R/W suspend now

Field Survey complete suspend at this point

Please let us know if Marion County can be of any assistance in these actions.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

JJG:lk

cc: The Honorable Mark Hatfield
U.S. Senator
463 Russell Senate Office Building
Washington, D.C. 20510

The Honorable Robert Packwood
U.S. Senator
141 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable Denny Smith
U.S. Representative
1207 Longworth House Office Bldg.
Washington, D.C. 20515

Fred Klaboe
✓ Ed Hunter
Dave Moehring
Phillip O. Stearns

RECEIVED
JUL 8 1981
LOCATION SECTION

Attachment

10,047

CON 21-8r
Marion
Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 10, 1981

Executive Department
Intergovernmental Relations Division
Federal-Aid Coordination Unit
155 Cottage Street NE
Salem, OR 97310

RE: Finding of No Significant Impact
Lancaster Drive-Lardon Road
Silverton Road
Marion County
District No. 3
M-1720(1)

In accordance with the Council on Environmental Quality regulations for implementing the National Environmental Policy Act of 1969 (Public Law 91-190), you are hereby notified that the Federal Highway Administration has made a Finding of No Significant Impact (FONSI) for the subject project.

The FONSI is available to the public and can be obtained by contacting the Environmental Section, 412 Transportation Building, Salem, Oregon 97310, telephone: 378-8486; or, the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street NE, Salem, Oregon 97301, telephone: 378-3832.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Environmental Section

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

GAP:lb

Attachment

bc: H. S. Coulter
E. S. Hunter
J. B. Boyd
J. H. Versteeg
F. E. Terpin
D. H. Moehring
C. O. Fredrson

Form 734-3122

10,547

Salem N

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: July 24, 1981

Fred Eriksen

FROM: Fred Eriksen
Design Engineer Supervisor

SUBJECT: Bus and Mailbox Turn-outs
Lancaster Drive-Lardon Road Section
Silverton Road, FAU 1720

1 Versteeg
Anderson
2 Christensen FW
Olson
Bill-copy ob 4 Sullivan JWS
Terpin
Trout
3 Wakerlig

RECEIVED
JUL 27 1981
ROAD DESIGN SECTION

Do Not File
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Bring Up ____/____
Action

The design of turn-outs for bus stops and mailbox deliveries was discussed July 21, 1981 at the Road Design office. The following were present:

John Green, Marion County
Bill Kappus, Federal Highway Administration
Frank Terpin, Highway Division - Location
Jerry Wimer, " " - Region 2
Loren Weber, " " "
Phil Stearns, " " "
Hank Wakerlig, " " - R/W Descriptions
Don Stoudenmeyer, " " - Design
Bob Gettis, " " "
Fred Eriksen, " " "

Loren Weber's office developed the design and locations for bus and mail turn-outs based on input from the Postal Service, City of Salem Traffic Department and Salem Public School System.

It was brought to our attention by Don Stoudenmeyer that there is an AASHTO design for mailbox turn-outs on highways. The AASHTO design has tapers that are considerably longer than the design developed for the project.

The purpose of our meeting was to make certain all parties concerned with the project were agreeable to using the design developed by Mr. Weber.

All of us from the Highway Division were favorable to using Mr. Weber's design.

Mr. Green (Marion County) indicated his approval.

Mr. Kappus (FHWA) responded favorably.

We will complete plotting the slope lines in the bus and mailbox turn-out areas and then stop work on the project.

FE:ja

cc Participants

10,047

6-81

CON 21-8
Marion
Sp

FINDING OF NO SIGNIFICANT IMPACT

Lancaster Drive - Lardon Road
Silverton Road
City of Salem
Marion County

Oregon Department of Transportation
and
Federal Highway Administration

Revised
June 1981

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
Oregon Project M-1720(1)
LANCASTER DRIVE-LARDON ROAD SECTION OF SILVERTON RD
MARION COUNTY

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

Date 7-29-81 Ernest J. Valach Program Devl. Engr.
Responsible Official Title

TABLE OF CONTENTS

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Preface 1

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Purpose of the Project 5

Alternatives 5

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Coordination With the Public and Agencies 26

Hearing and Comments 27

Appendices

A. Comments Received From State Historical Preservation Office

B. Comments Received From Salem Schools

C. Comments Received From Mid Willamette Valley Council of Governments

D. Letter from Department of Environmental Quality

LIST OF FIGURES

Figure 1 Salem Urban Area

2 Project Area

3 Proposed Typical Section

4 Typical Design - Bus & Mail Turnouts

LIST OF TABLES

Table 1 Comparison Between Measured and Predicted Data at Middle Grove Primary School

2 Predicted 1978 Existing Noise Levels and L_{eq} 67 dBA Noise Contours

3 Total Emissions Summary

4 Peak Truck Hour Traffic

5 Predicted Noise Levels and L_{eq} 67 dBA Noise Contours

6 Noise Impacts

PREFACE

A Draft Negative Declaration (now called Environmental Assessment) was released to the public in September, 1979. This document updates the negative declaration and has been prepared to comply with regulations issued by the Council of Environmental Quality on November 28, 1978 (40 CFR Parts 1500-1508).

Following the hearing several changes in the original project were made. The roadway width has been increased by 4 feet and bus and mail truck turnouts have been added. The bikepath has been removed from the roadway except in one short section. Marion County intends to construct a separated bikepath at a later date which will be funded from a different source.

ENVIRONMENTAL ASSESSMENT
Lancaster Drive - Lardon Road
Silverton Road
City of Salem
Marion County

DESCRIPTION OF THE PROPOSED PROJECT

The proposed action is to widen a section of Silverton Road that lies within the easterly urban growth boundary of Salem, Oregon (see Figure 1). Following the hearing the Build Alternative was selected for advancement. The decision to advance the project is consistent with area transportation and comprehensive planning.

Silverton Road, a county highway designated FAU 1720 and identified as Oregon Route 213, extends from its intersection with Portland Road (99E) near the Oregon State Fairgrounds, easterly to the central business district of Silverton, Oregon, where it intersects the Hillsboro-Silverton Highway. At the present time Silverton Road is a four lane facility from its intersection with Portland Road east to Lancaster Drive. East of Lancaster Drive to the urban growth boundary, the road has two travel lanes and gravel shoulders, wide enough for parking.

The proposed action would extend the four-lane section 1.34 miles from Lancaster Drive to Lardon Road (Figure 2) by adding two travel lanes and a continuous left turn median. Curbs, sidewalks, bus and mail truck turnouts, and traffic signals are also part of the proposed action. The bikepath, proposed in the Draft Negative Declaration will be dropped in favor of a separated bikepath. Except for a portion which will parallel the street near Middle Grove School, the bikepath will be constructed as a separate project under separate funding.

FIGURE 1

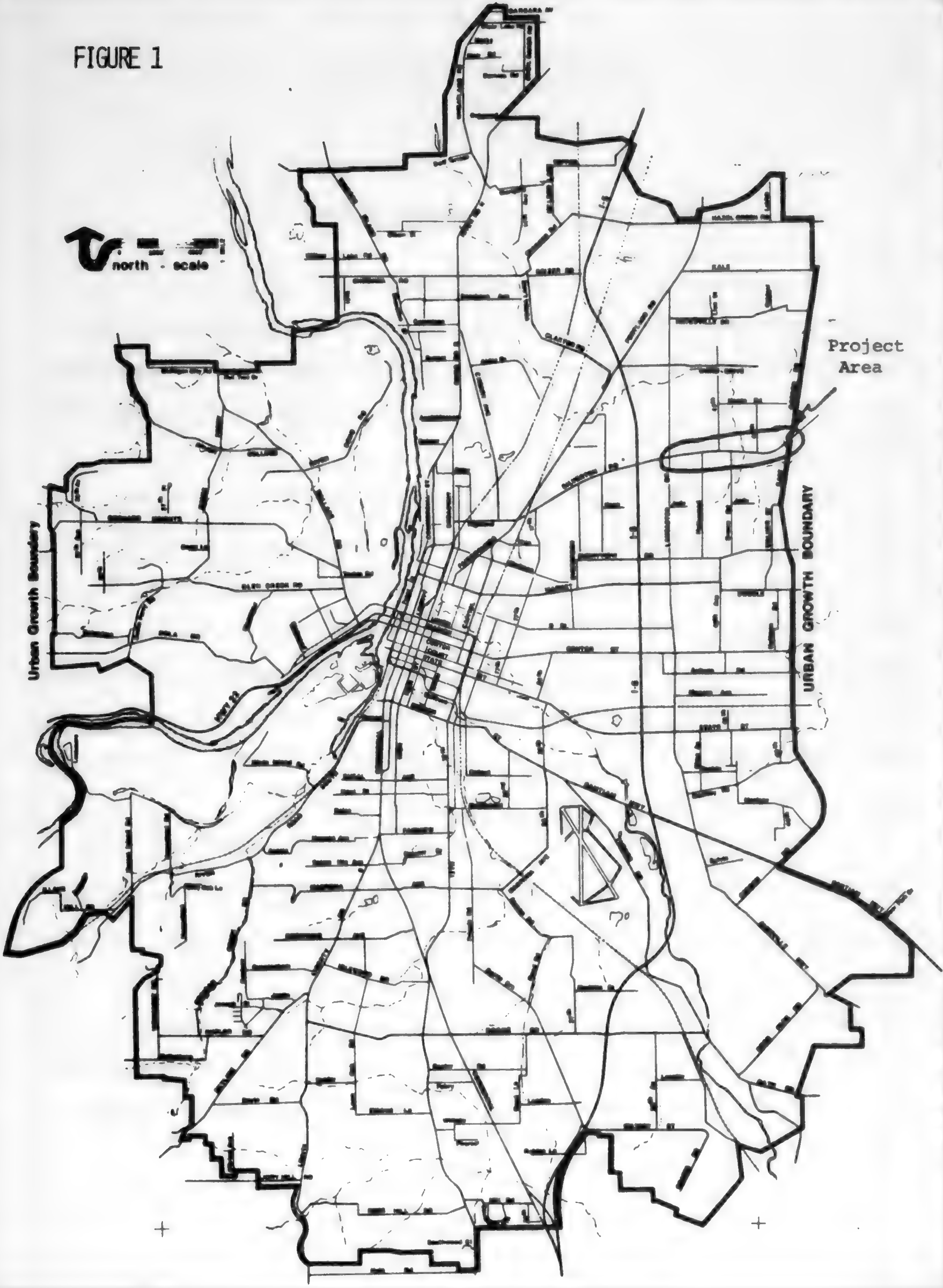
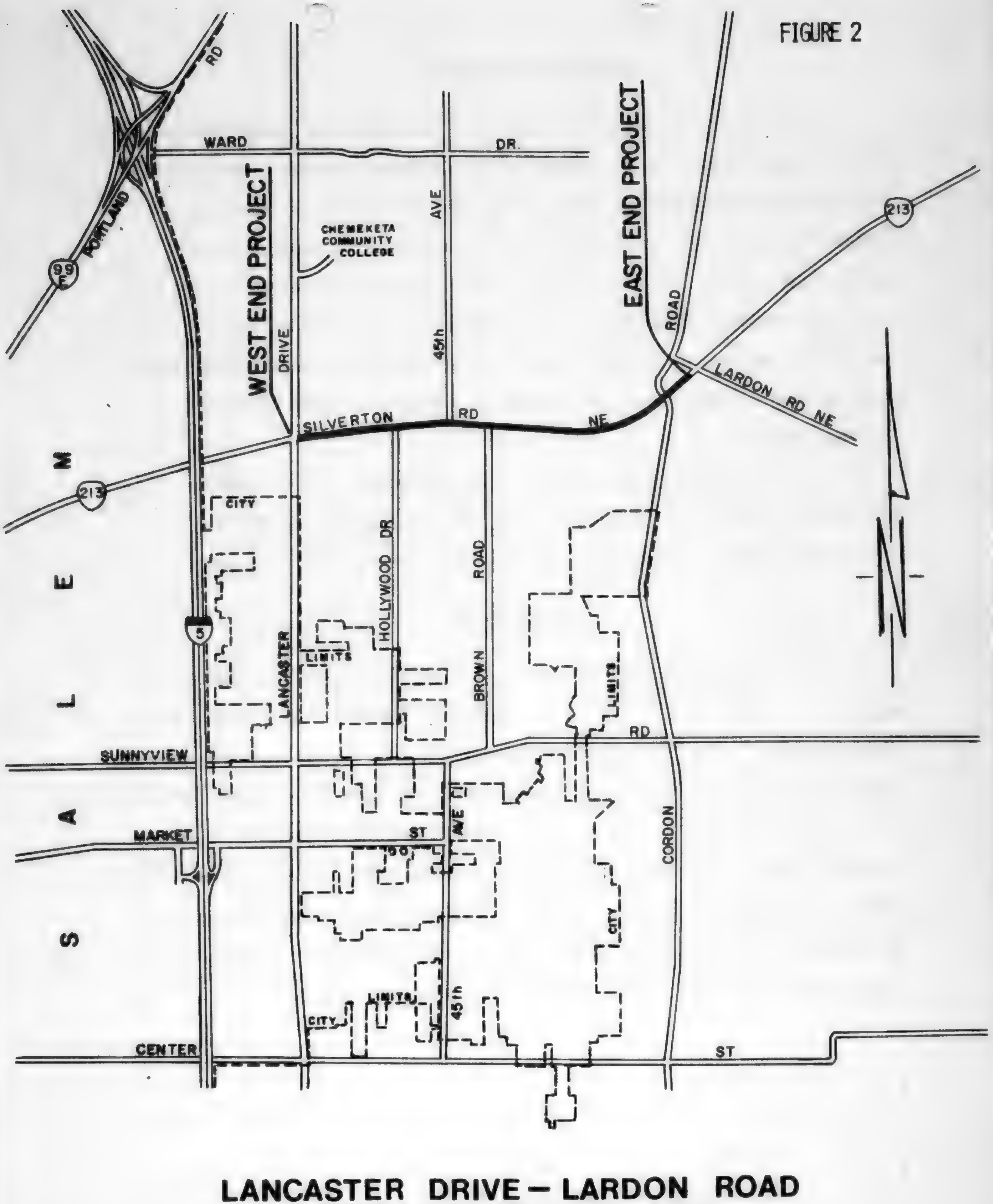

north
scale
Project Area
Urban Growth Boundary
URBAN GROWTH BOUNDARY
CENTER
STATE

FIGURE 2


RD
PORTLAND
99E
WARD
DR.
WEST END PROJECT
CHEMEKETA COMMUNITY COLLEGE
45th AVE
EAST END PROJECT
213
ROAD
DRIVE
LARDON RD NE
SILVERTON RD NE
213
S A L E M
CITY
HOLLYWOOD DR
BROWN ROAD
5
LANCASTER
LIMITS
LIMITS
SUNNYVIEW
RD
MARKET ST
AVE
CORDON
CITY
CITY LIMITS
45th
CENTER ST

LANCASTER DRIVE — LARDON ROAD
SILVERTON ROAD FAU 1720
MARION COUNTY

PURPOSE OF THE PROJECT

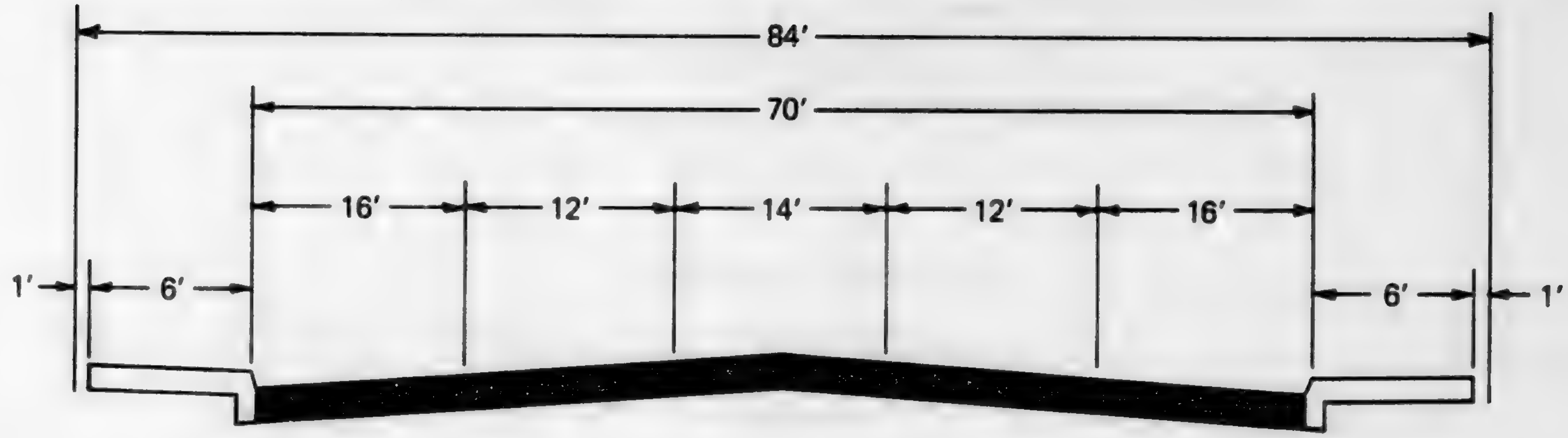
The section of highway proposed for improvement is identified in the Salem Area Transportation Study (SATS) as a major arterial. The proposed project would provide greater capacity and improved safety for existing and anticipated vehicle and pedestrian traffic. The existing average daily traffic ranges from 15,300 at the west end of the project to 8,200 at the east end of the project. There have been an average of 12 vehicular accidents per year on this segment of highway. The accident rate is 2.4 per million vehicle miles as compared to a statewide average of 3.6 for secondary non-freeway suburban highways.

Pedestrian and bicycle traffic is generated by school children attending the Middle Grove Primary School that is located adjacent to the highway and by Scott Elementary School, located south of Silverton Road.

ALTERNATIVES

Two alternatives were considered in the draft negative declaration prepared for this proposal: Build and No-Build. The Build Alternative has been selected. It would expand the existing two lane facility to four travel lanes divided by a continuous left turn median (see Figure 3). Curbs, sidewalks, and bus and mail truck turnouts are proposed for both sides of the the highway, with utility strips lying between the sidewalk and the proposed right-of-way. A minimum of 84 feet and a maximum of 100 feet of right-of-way would be required, 42 to 50 feet on either side of the centerline. Of this, 2 to 20 feet would be new right-of-way required from adjacent property.

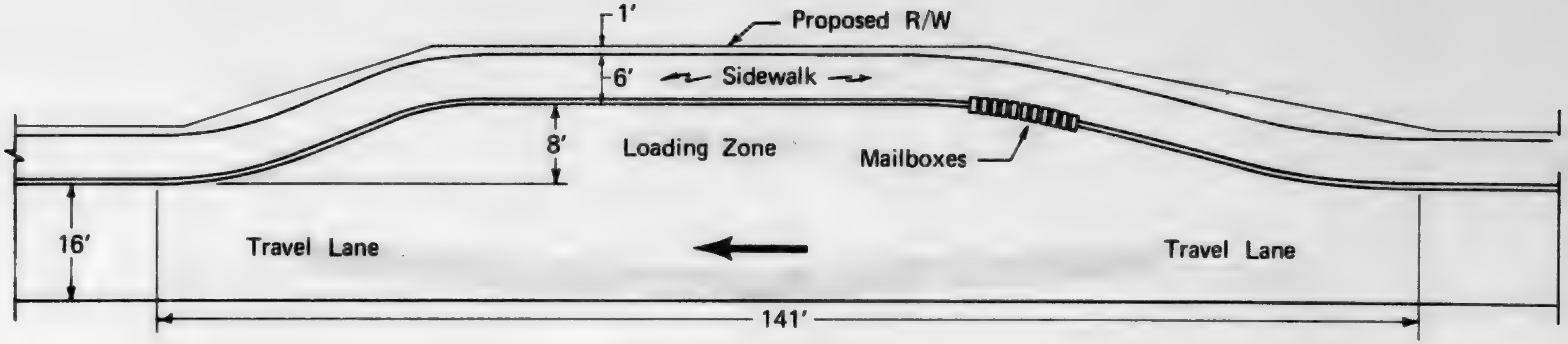
FIGURE 3
PROPOSED TYPICAL SECTION


84′
70′
16′
12′
14′
12′
16′
1′
6′
6′
1′

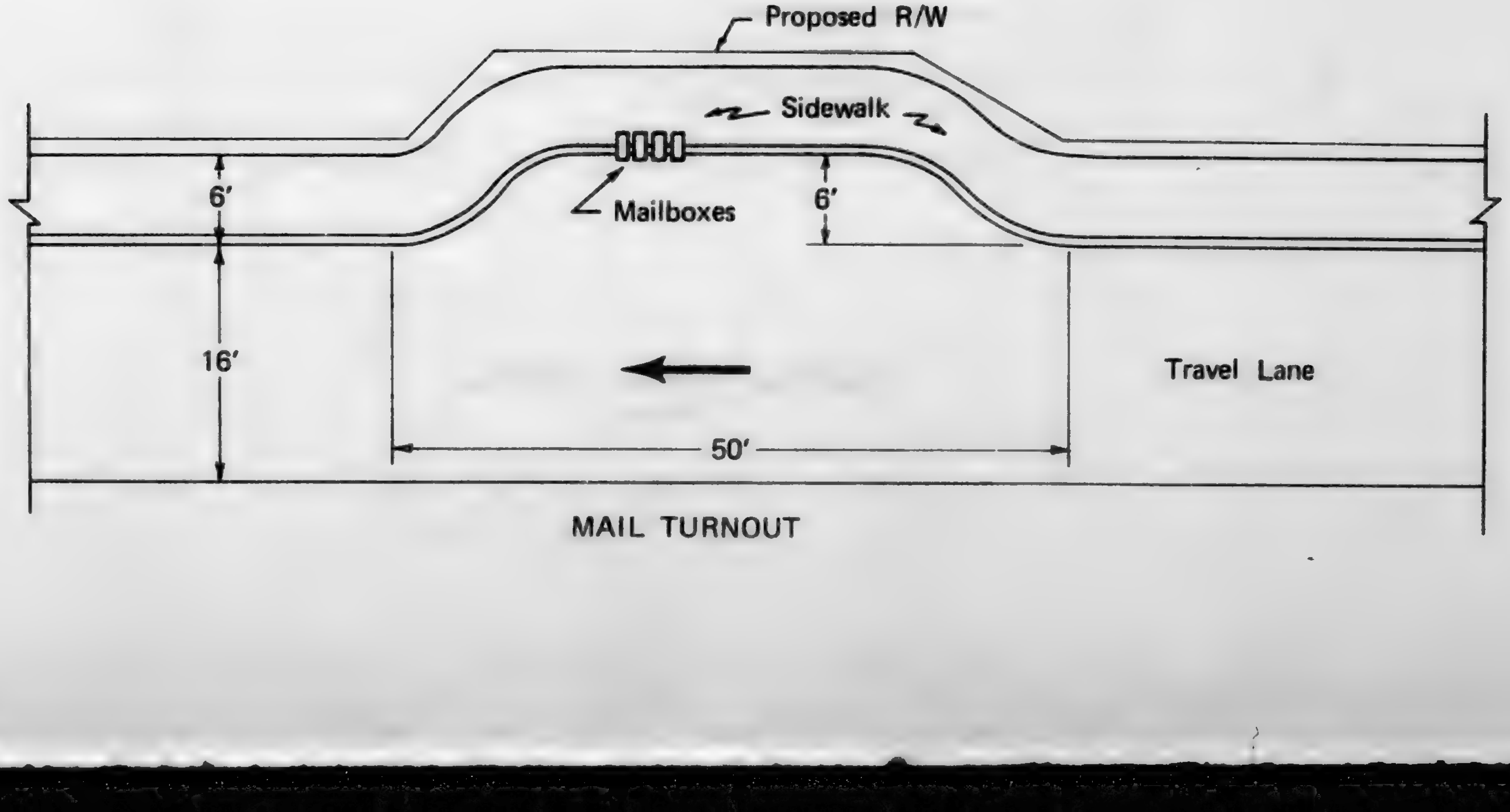
SILVERTON ROAD

NOT TO SCALE

FIGURE 4
TYPICAL DESIGN -
BUS AND MAIL TURNOUTS


1'
Proposed R/W
6'
Sidewalk
8'
Loading Zone
Mailboxes
16'
Travel Lane
Travel Lane
141'

BUS-MAIL TURNOUT


Proposed R/W
Sidewalk
6'
Mailboxes
6'
16'
Travel Lane
50'

MAIL TURNOUT

Construction easements will be required in addition to the right-of-way. Horizontal alignment generally follows the existing centerline, except for minor modifications that would improve the alignment of two curves and would minimize the amount of additional right-of-way needed. Vertical alignment parallels the existing grade to maximize salvage of existing surfacing. Roadside parking would be eliminated. A traffic signal is proposed at the intersections of 45th Street with Silverton Road. A traffic signal at the Cordon Road intersection is planned under a separate contract.

The No-Build Alternative considers that beyond ordinary maintenance there would be no improvements to the existing facility.

EXISTING ENVIRONMENT

Study Area - Land Use Planning Background

The project area is bounded on the west by Lancaster Drive and on the east by the Salem Urban Growth Boundary (Cordon Road). The urban growth boundary was established in 1974 through an agreement between the City of Salem, Marion and Polk Counties, aimed at conserving prime agriculture land and at the same time ensuring that enough land was available for urban uses. It is implied that within the urban growth boundary agriculture uses will eventually be converted to urban uses and that pressure to urbanize farm land outside of the urban growth boundary will be minimized. Land use within the urban growth boundary but outside of the city limits is under the jurisdiction of the counties. The City of Salem, Marion and Polk Counties have coordinated in the development of the Salem Urban Area Comprehensive Plan. When acknowledged by the Land Conservation and Development Commission as being in compliance with the established statewide goals, the Comprehensive Plan will be the control for land use and development.

Land Use

Existing roadside culture is an intermix of light industries, commercial businesses, single and multifamily residences and farm land. The Chemeketa Community College complex lying to the north of the project area has property extending to the highway in one area. The college property adjacent to the highway is presently being farmed. Middle Grove Primary School is adjacent to the highway near the easterly end of the project. A Free Methodist Church and surrounding parking lot is adjacent to the highway in the northeast quadrant of the intersection of 45th Street with Silverton Road. To the north and south of the highway, old and newly constructed streets provide access to land that is being developed as single and multifamily homesites. The Draft Salem Urban Area Comprehensive Plan indicates that except for a commercial area to the east a short distance from Lancaster Drive, the area is to be developed as a residential community. Existing industrial-commercial land uses would remain as a non-conforming land use.

Natural Environment

The land form surrounding the project area is common to the easterly Willamette River, generally flat to gently rolling with small intermittent drainageways leading to larger streams that are tributary to the Willamette River. Three of these drainageways pass under the highway within the project limits. Two are unnamed tributaries of Claggett Creek while the third is known as the West Fork of the Little Pudding River.

Geology

Soils have been classified as "WuA" (Woodburn Silt Loam with 0 to 3 percent slopes) and "Da" (Dayton Silt Loam).* Woodburn Silt Loam forms in the alluvium fans and terraces of the Willamette Valley and is the major soil type in the project area. The Dayton Silt Loam occurs in fingers extending along the drainageways. The Wooburn Silt Loam is further classified as being in Capability Unit IIe-1. This Capability Unit is moderately well drained and occurs in areas of 40 to 60 inches of rainfall and a frost-free season of 190 to 210 days. Permeability is slow to moderately slow and the available water capacity is high to very high. Runoff is slow to medium and the erosion hazard is slight to moderate. This soil is considered to be prime.

Water Quality

Surface water runoff is by way of the three drainageways that flow under the highway in the project area. Stream flow is intermittent and dependent upon rainfall. Consequently, the drainageways are not considered to be significant for aquatic life.

Biological Features

Vegetation that was native to the area has been replaced by domesticated landscaping around homesites and farm or cleared from farm fields. Wildlife populations have also been modified to those that have adapted to an urban condition. There are no threatened or endangered wildlife species in the project area, nor is there any unique or specialized habitat for wildlife remaining in the immediate vicinity of the highway.

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*United States Department of Agriculture, Soil Conservation Services.

Public Utilities

Both overhead and underground utility facilities are present within the existing right-of-way. Overhead utilities are Portland General Electric power lines and Viacom Cablevision T.V. cable. Underground utilities are City of Salem water mains, Pacific Northwest Bell Telephone cable, Northwest Natural Gas Company gas lines, and the East Salem Sewer District sanitary sewer lines.

Air Quality

The Salem area has been designated a nonattainment* area for carbon monoxide and ozone pollutants. This designation is a result of the violation of the eight-hour carbon monoxide standard and the one-hour ozone standard. Areas designated nonattainment must submit a State Implementation Plan which develops control strategies that will lead to attainment of all the air quality standards by 1983. The Mid-Willamette Council of Governments developed a plan which requires carbon monoxide emission to be reduced by 19% and volatile organic compounds (which lead to the formation of ozone pollutants) to be reduced by 12%. These reductions are effective by 1985 and are based on 1977 emissions.

Since carbon monoxide concentration data is not available, estimates were made in the project area using the roadway dispersion model TRAPSII.** The modeling was based on traffic counts made at the Lancaster Drive-Silverton Road intersection on May 3, 1977. The pollutant emission factors used for autos and trucks were obtained by using the EPA computer model MOBILE1. The prediction of the modeling is a combined, existing eight-hour concentration of 10.9 mg/m^3 for a receptor located 40 feet from the edge of the the roadway (70 feet from the centerline). This prediction indicates that occasional violations of the eight-hour standard currently occur in the west end of the project area.

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*Nonattainment means the maximum permissable concentration for a pollutant has been exceeded.

**TRAPSII: Texas Roadway Air Pollution Simulator.

Noise

Noise level measurements were taken at the Middle Grove Primary School in April 1979, using instruments which meet the requirements set forth in ANSI Standard S1.4-1971. Using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108), noise levels were estimated. These estimates are compared to the measured noise levels in Table 1.

TABLE 1

Comparison Between Measured and Predicted Data At Middle Grove Primary School

L_{eq}* (Measured)	L_{eq} (Predicted)
63	66
64	65

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*L_{eq} is the equivalent steady state sound level which in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period.

The predictions show that the highway is responsible for nearly all the sound in the project section. If the measured data was consistently higher than the predicted data, it would indicate a high level of ambient noise on the project. The comparison of data does not suggest significant ambient noise. The little difference between measured and predicted data indicates that the model is valid and the predictions are accurate.

Using the validated model, noise levels were estimated for the project area for existing conditions. Noise contours (distance from centerline) were also determined (see Table 2).

TABLE 2

Predicted 1978 Existing Noise Levels and L_{eq} 67 dBA Noise Contours

Roadway Section	Predicted Noise Level (L_{eq}) at 50' from Centerline	Predicted Unshielded L_{eq} 67 dBA Noise Contour Distance from Centerline*
Lancaster-Hollywood	66	40'
Hollywood-45th Ave.	68	65'
45th Ave.-Brown Rd.	69	70'
Brown Rd.-48th Ave.	68	65'
48th Ave.-E. Cordon Rd.	68	65'

There are 11 residential buildings that are located within the L_{eq} 67 dBA noise contour and are considered to be impacted under existing conditions.

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*This is the distance from the centerline of the roadway where the noise level drops to the upper limit of the FHWA acceptable noise level.

ENVIRONMENTAL IMPACTS AND MITIGATION

Right-of-Way

Right-of-way requirements would affect all properties adjacent to the highway section, which includes commercial-industrial sites, single and multi-family homesites, farm land, church and school properties. All together, 73 parcels of land would be involved. The existing right-of-way is generally 30 feet wide on either side of the centerline, with several areas that are 40 feet in width. The proposed right-of-way would be a minimum of 42 feet on either side of the proposed centerline, and a maximum of 50 feet at several locations. The proposed centerline is common to the existing centerline except through two curves. One of the curves near the center of the project is not significantly changed and approximately equal widths of right-of-way would be required from either side of the highway. A second curve near the easterly end of the project would have the centerline moved to the right (southerly) approximately eight feet, and would require additional width on that side in comparison to the northerly side. This shift in the centerline significantly reduces right-of-way impacts to eight homesites but increases the impacts to the Middle Grove Primary School grounds and building.

No industries, commercial businesses, or homesites would be displaced by the proposed project. Recent developments along this segment of highway have anticipated the additional roadway width required for the project and set back at greater distances from the highway than are the older developments.

Right-of-way requirements from other parcels of land would reduce frontage from commercial and industrial sites, and from developed and undeveloped homesites. Front yard areas of homesites adjacent to the highway would be reduced and landscaping in the construction areas would be eliminated. The wider roadbed section would encroach upon existing off-highway parking of eight industrial and commercial sites. All of these sites have off-highway parking and/or storage areas, however some of the areas are small and a loss of parking area could adversely affect business operations. The proposed project does not provide for a parking strip at the edge of the roadway. At the present time, parking is allowed on the highway shoulders; however, the shoulders are rarely used for that purpose. The combination of the reduced off-highway parking and elimination of parking on the highway shoulder could result in an adverse impact for the commercial establishments. The adverse impact caused by reduced off-highway parking will be mitigated by providing a cash settlement. Four of the eight businesses affected would require relocation of their parking areas in order to maintain the existing parking availability. The other four businesses' parking areas would not be significantfly impacted.

In addition to the rights-of way that would be required for highway use, easements outside of the right-of-way would be required for the construction of minor cut and fill slopes. This land can be utilized by the property owner after construction is completed. Easements would generally be less than five feet wide and would be required from most of the land parcels from which right-of-way would be required.

Biological

Visual impacts of the project would be primarily the removal of roadside landscaping that would be within the proposed right-of-way and in some instances, that which would be within the temporary easement area. Landscaping removed would include lawns, ornamental trees and shrubs, and nut and fruit trees.

Approximately three acres of wildlife habitat that is suitable for small animals and birds that can live in close proximity to a busy highway within an urban area would be removed. Local populations of animal life that cannot migrate to adjoining habitats would be eliminated.

Aesthetic

Existing trees and shrubs are not extensive but do provide some screening between homesites and the highway. Consequently, removal of the trees and shrubs that would be within the expanded right-of-way would detract from the present visual condition in some instances.

Advertising signs inside the proposed right-of-way would also be removed; however, most would probably be re-established adjacent to the right-of-way to be readily visible from the highway.

Public Utilities

Large pipes that carry surface water runoff under the highway at the three locations would be extended in conjunction with the roadbed widening. It is anticipated that this would be done during the summer months when there is little or no stream flow. No adverse impacts are expected. A storm sewer would be placed under the north side of the roadway to direct the surface water runoff to the three exising drainageways.

Utility poles, connector boxes, control valves, service lines and manholes would require replacement or modification as a result of highway construction. Temporary interruptions of service to local customers may occur during construction.

Construction of the highway roadbed would generate approximately 6000 cubic yards of excess excavations which would be disposed of by the contractor in accordance with standard procedures and with local regulations.

Public Services

As traffic volumes increase, bus service and postal service which both require vehicles stopping along the roadside, will cause increasing conflicts with through traffic. The No-Build Alternative will allow the problem to increase.

The Build Alternative provides for the relocation of mailboxes to common locations where turnouts are provided. It also provides for combined bus-mail turnouts. Mail turnouts will be six feet in width and 50 feet in length. The combined bus-mail turnouts will be eight feet wide and 141 feet long. Both bus and mail service will be safer and more efficient as a result of the project.

Transportation

As traffic volumes increase in the future, the traffic congestion, which occurs during the morning and afternoon peak hours, would worsen for the No-Build Alternative.

Turning movements and increased access points would further deteriorate traffic flow. An increase in the accident rate can be anticipated with a corresponding increase in property damage and personal injuries. The No-Build Alternative is not compatible with the Salem Area Transportation Study Year 2000 Transportation Plan.

The Build Alternative, however, is compatible with the Salem Area Transportation Study Year 2000 Transportation Plan. The project provides improved turning movements and turnouts for buses and mail trucks. A reduction in the accident rate is expected due to the safer highway facility.

Safety

As stated in the Transportation section, deteriorated traffic conditions under the No-Build Alternative would reduce traffic safety. The improved turning movements and the turnouts for buses and mail trucks provided by the Build Alternative would result in a safer facility.

The Build Alternative would provide sidewalks on both sides of the roadway which will improve the safety of pedestrians. The Salem School District 24J provides school crossing guards at 48th Avenue, Brown Road, and in front of the Middle Grove Primary School.

Air Quality

To assess the air quality impacts, the critical years (the years when maximum emissions are expected to occur) were determined to be 1983 and 2000. The future total project emissions were estimated for these years. (See Table 3).

TABLE 3

Total Emissions Summary

Project Alternatives	Study Year	Carbon Monoxide		Hydrocarbons		Nitrogen Oxi	
		Tons/Yr	Percent	Tons/Yr	Percent	Tons/Yr	Pecent
No-Build	1978	780.59	100.0	91.86	100.0	47.69	10.0
	1983	749.13	96.0	76.73	83.5	46.36	97.2
	2000	720.04	92.2	67.91	73.9	49.32	103.4
Build	1978*	732.95	93.9	87.90	95.7	49.06	102.9
	1983	688.56	88.2	71.59	77.9	48.43	101.6
	2000	630.64	80.8	59.10	64.3	52.83	110.8

Percent shows each pollutant relative to the following Alternative and Year:
No-Build - 1978

*1978 Build estimates are based on project completion in 1978.

Generally speaking, the increased traffic speeds for the Build Alternative account for the differences in total emissions since the traffic volumes are identical (See Table 4). It can be seen that both alternatives far exceed the 12% hydrocarbons (HC) emission reduction (required by the State Implementation Plan, SIP) needed to achieve the ozone (O_3) standard by 1983: there is a 16.5% and 22.1% HC emission reduction for the No-Build and Build Alternatives respectively. Neither alternative would delay the attainment of the O_3 standard.

The projected carbon monoxide (CO) reductions by 1983 for the two alternatives are 4% and 11.8% (No-Build and Build, respectively). These reductions are less than the 19% reductions required by the SIP and therefore the alternative would appear to be inconsistent with SIP. However, the carbon monoxide pollutant tends to be concentrated about its sources. The Build

Alternative's 11.8% reduction in CO emissions would result in a project area CO concentration of 9.6 mg/m^3 in 1983, below the 10 mg/m^3 standard. This estimate of CO is based on the modeled existing maximum CO concentration of 10.9 mg/m^3. The No-Build Alternative would not meet the standard based on this analysis.

TABLE 4

Peak Truck Hour Traffic

Roadway Section (Silverton Road)	Year	Alternative	Autos	Medium Trucks	Heavy Trucks	Speed
Lancaster-Hollywood	1978	Existing	930	0	45	25
	2000	Build	1412	0	68	20
	2000	No-Build	1412	0	68	15
Hollywood-45th Ave.	1978	Existing	901	0	49	30
	2000	Build	1375	0	75	40
	2000	No-Build	1375	0	75	25
45th Ave-Brown Rd.	1978	Existing	682	0	48	35
	2000	Build	1102	0	78	40
	2000	No-Build	1102	0	78	20
Brown Rd-48th Ave.	1978	Existing	604	0	46	35
	2000	Build	966	0	74	45
	2000	No-Build	966	0	74	25
48th Ave-E. Cordon Rd.	1978	Existing	463	0	37	40
	2000	Build	713	0	57	45
	2000	No-Build	713	0	57	30

Between 1983 and 2000, the CO emissions for both alternatives would continue to decrease. By 2000, the No-Build Alternative would not attain the eight-hour CO Standard.

Lead concentrations should decrease rapidly in the project area for either of the alternatives. By 1983, lead emissions will be about a third of the 1978 level.

To be consistent with the Oregon State Implementation Plan (SIP), a project must, in general, reduce volatile organic compounds by a minimum of 12% and carbon monoxide emissions by a minimum of 19% by the year 1983. Both alternatives result in greater reductions in hydrocarbon emissions than 12%. Even though the reductions in CO emissions by both alternatives are not as great as 19%, the Build Alternative results in a modeled CO concentration lower than the standard maximum by 1983. The No-Build Alternative will not reduce the CO emissions sufficiently to meet the standard. Since CO is a localized pollutant and it is not expected to lead to violations of the eight-hour CO standard in other parts of Salem, the project would be consistent with the intent of the SIP. The No-Build Alternative would not be consistent. The Department of Enviromental Quality concurs with the consistency determination for this project.

Air quality within the project area is likely to be adversely affected by construction activities. The necessity of detouring during construction is likely to concentrate vehicles and reduce vehicle speeds. Construction vehicles would also add to the emissions rate. It is likely that the eight-hour CO standard will be violated during construction. Chances of a CO violation can be reduced if construction is scheduled for spring and summer months.

Fugitive dust, defined as particulate emissions from road surfaces or from otherwise unspecified and random sources, will raise Total Suspended Particulate (TSP) concentrations around the project area. These emissions will be mitigated by treating the construction areas with dust palliatives and/or the early deployment of gravel.

Noise

The FHWA Traffic Noise Prediction Model was used to predict the year 2000 noise levels at 50 feet from the centerline as well as the L_{eq} 67 dBA noise contour. The traffic volumes and speeds used in this prediction are listed in Table 4.

Existing and predicted future noise levels are in excess of federal design noise levels for sensitive receptors within the distances of the L_{eq} 67 dBA noise contours in Table 5. The distance from the roadway centerline that the predicted L_{eq} 67 dBA noise level extends is less for the No-Build Alternative than for the Build Alternative in design year 2000. Table 5 summarizes the number of sensitive receptors affected.

As can be seen from Table 6, noise impacts for the Build Alternative are greater than those for the No-Build Alternative. The reasons for this are: 1) Higher travel speeds made possible by the four lane roadway; and 2) the placement of the travel lanes closer to the receptor.

Various forms of traffic noise mitigation were evaluated. Mitigating measures such as walls or berms would be very difficult to construct near sensitive receptors that are located close to the roadway. Nearly all the impacted receptors have direct access onto Silverton Road. To be effective, walls or berms would have to block existing accesses. Also, a loss of view from the houses along Silverton Road would result if a berm or wall was constructed. For these reasons, mitigation is not considered practical at any of the residential receptors.

The Middle Grove Primary School is also impacted. Noise mitigation could be accomplished by several methods. First, a wall could be constructed between the school and the roadway. A height of 10 to 12 feet would be sufficient to mitigate the first floor of the building. A height of 16 to 18 feet would be necessary to mitigate the second floor. This would provide a 7 dBA reduction for the school and playground at an estimated cost of $93,000. Second, architectural mitigation could be provided. Permanent sealing of the windows and installing a ventilation system would reduce noise levels within federal design noise levels. This would provide a 13 dBA reduction for the school and no reduction for the playground. The estimated cost is $46,000. Also, a combination of both methods, a wall to shield the playground and architectural to shield the school may also be feasible. This would provide a 13 dBA reduction for the school and 7 dBA for the playground at a cost of $97,000. Alternate methods such as time restrictions, prohibition of trucks, and modification of speed limits were investigated but were not considered feasible.

Construction noise can be considered an impact on the adjoining community. Areas adjacent to the project can experience increased noise. The type and use of equipment, traffic relocation (detour routes), material movement (haul routes), and various techniques, all contribute to this additional noise. Construction noise is considered a temporary problem as it rarely occurs in any one location for an extensive length of time, and depends on the complexity and duration of the project.

TABLE 5

Predicted Noise Levels and L_{eq} 67 dBA Noise Contours

Roadway Section	Year	Alternative	Predicted Noise Level (L_{eq}) at 50' from Centerline	Predicted Unshielded L_{eq} 67 dBA Noise Contour Distance from Centerline
Lancaster-Hollywood	1978	Existing	66	40'
	2000	Build	67	50'
	2000	No Build	64	25'
Hollywood-45th Ave.	1978	Existing	68	65'
	2000	Build	73	200'
	2000	No Build	68	65'
45th Ave.-Brown Rd.	1978	Existing	69	70'
	2000	Build	72	160'
	2000	No Build	67	50'
Brown Rd.-48th Ave.	1978	Existing	68	65'
	2000	Build	73	200'
	2000	No Build	68	65'
48th Ave.-E. Cordon Rd.	1978	Existing	68	65'
	2000	Build	72	160'
	2000	Build	68	65'

TABLE 6

Noise Impacts

Silverton Road (Lancaster Drive-Lardon Road Section)

Project Alternative	Sensitive Receptors Impacted
Existing 1978	11
No Build 2000	15
Build 2000	31*

*All homes located east of Hollywood Drive and adjacent to the roadway would be impacted. The 31 receptors include 1 apartment building and the Middle Grove Primary School.

One method of construction noise abatement would be early construction of any type of noise barrier designed for traffic noise mitigation. Another type of abatement would be the imposition of construction time constraints which would insure that quiet periods of the day would be free of construction generated noise. These constraints will be from 10:00 p.m. to 6:00 a.m., on weekdays and from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays. The construction of the project would be scheduled to coincide with the summer months when the Middle Grove School is not in session.

PROPOSED MITIGATION OF IMPACTS

As previously discussed, noise mitigation for the Middle Grove Primary School could be accomplished by one or a combination of the following methods:

1. A 10-12 foot wall could be constructed to mitigate the school and playground.
2. Architectural mitigation by sealing windows and installing a ventilation system could be provided to mitigate the school building only.

It is concluded that noise mitigation is not practical because of the school's possible intermittant operation in the future. Local school officials were offered the opportunity to provide the local matching funds for noise mitigation in the Draft Negative Declaration. However, no response to the offer was made at the public hearing or in the period following the hearing. Marion County has indicated that local school officials expressed no interest in the offer. Therefore, no noise mitigation at the school is proposed.

Construction noise could be abated by imposition of construction time constraints to insure quiet periods of the day.

Stage construction of the roadbed section would provide one lane of traffic in either direction for traffic movement. Turning movements into side streets and other access points would be provided for. Interruption of traffic flow during construction and deterioration of air quality from dust created by traffic or construction would be minimized. Disposal of excess excavated material and debris from clearing operations would be the responsibility of the contractor and in accordance with all appropriate regulations.

COORDINATION WITH THE PUBLIC AND AGENCIES

The project has been coordinated through local governmental agencies to assure the proposal is compatible with existing and proposed plans and programs. Comments from the State Historic Preservation Office indicate that the project is in compliance with Public Law 89-665 and Executive Order 11593. All right-of-way would be acquired in accordance with the U.S. Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646) and U.S. Department of Transportation Order 5620.1. Mitigation of damages resulting from loss or relocation of parking areas shall be coordinated during right-of-way acquisition.

An attempt was made by Highway personnel to personally contact all owners of property that are directly affected by the project. Approximately 95% of those contacted were in favor of the proposed project. All comments responding to the Oregon Notification and Project Review (A-95) indicated that the proposal was consistent with local agency plans and programs. Copies of the Draft Negative Declaration were made available to the public.

Comments were also received from Mr. Tom Harnig, Safety Office, Salem School District 24J, indicating existing school bus and pedestrian traffic generated by schools in the vicinity of the project area. (See Appendix 2). The proposed project is in agreement with the Salem School District 24J programs.

HEARING AND COMMENTS

A public design hearing was held on November 20, 1979. Seventy-four people attended. Additionally, four letters were received from interested parties. Support for the Build Alternative was expressed by nearly all speakers. The principal concern raised at the hearing involved location of the bikepath. Support was divided between a proposal for a 4-foot striped bikeway on the two outside lanes and a proposal for a seperate bike path approximately 1/4 mile from the project. Marion County Commissioners selected the separated bikepath, which will be advanced as a separate project. Other comments concerned right-of-way aquistition, lighting of intersections and safety features of the project.

APPENDIX A

Comments Received From
State Historic Preservation Office

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

March 31, 1981

In Reply Refer to
File No.:

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

Attn: Maxine Banks

Dear Mr. Dykman:

RE: Lancaster Drive-Lardon Road
Salem
Marion County

This letter is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:js

APPENDIX B

Comments Received From Salem Schools

erry Street SE

WILLIAM M. KENDRICK, Superintende

GERALD W. BROCK, Administra
Management Services (503) 399-30

June 28, 1978

RECEIVE
JUN 29 1978
MARION COUNTY ENG

Mr. Dean P. Nebergall
Federal Aid Administration
Marion County
Dept. of Public Works
Courthouse
Salem, Oregon 97301

Dear Mr. Nebergall:

Attached is a response to your request prepared by our safety officer.

Sincerely,

D. DuBois
Donald W. DuBois, Manag
Facilities Services
399-3288

DWD:kw
Attach.

Salem School District 24J complies with provisions of the Fair Employment Practices Act and/or Title IX Regulations in employment and educational programs and ac

MEMORANDUM Appendix 2

TO: Don DuBois, Manager
Facilities Services

FROM: Tom Hornig, Specialist
Safety & Accident Prevention Tom Hornig

SUBJECT: Pedestrian and Vehicle Needs of Schools Located in the Silverton Rd. Area

The following information is related to the pedestrian and vehicle traffic traveling on or crossing over Silverton Rd. which is generated by these neighboring schools: Middle Grove Primary, Scott Elementary, McKay High School.

The principal of Scott school states that about 200 children live north of Silverton Rd. About 1/4 of these students walk to school crossing over Silverton Rd. at these two locations: 48th Ave. and Brown Rd. The school district provides adult crossing guards both morning and afternoon at these two crossings. Even though 37 of these students will be transferred to Middle Grove Primary School next year, he contemplates no appreciable change in the number of children coming from the north side of Silverton Rd. next year.

The principal of Middle Grove Primary School states that bus transportation will be made available to all 135 students attending his school. However, because some children live in an area just north of the school on the other side of Silverton Rd., he expects that some students will walk rather than ride the bus to school. The Area 1 Director states that for that reason an additional crossing guard will be hired to assist students who cross over Silverton Rd. in front of the school. There is no major intersections at this crossing. Anticipated crossing hours for children attending Scott School will be 8:00-8:30 a.m. and 1:30 p.m. on early dismissal day, 2:00 p.m. and 3:00 p.m. on other school days. The afternoon hour for some students will extend through 9:00 p.m. because of the open gymnasium policy of the Community School program.

School hours for Middle Grove Primary have not been announced. However, no regular late afternoon or evening program is anticipated such as those at Scott school.

It is projected that ten of the bus routes serving McKay High School will travel on or cross Silverton Rd. using these intersections: 45th Ave. & Silverton Rd., Brown Rd. & Silverton Rd., Cordon Rd. & Silverton Rd. Including the morning and afternoon runs, this would generate 20 trips a day.

It is anticipated that three buses will be used in transporting the Middle Grove students. Three will operate in the morning, probably arriving at about 8:15 a.m. In the afternoon, two buses will transport 1st and 2nd graders at their dismissal time, and one bus will transport 3rd graders home an hour later.

Because of the special education class being taught at Scott school, an additional vehicle is used to transport these students. The maneuverability of the van eliminates most of the problems created by 60 passenger buses.

Daily delivery of school mail and audio visual supplies will be done by school cargo buses. However, the Scott school lunch program is currently serviced from Whiteaker Junior High. The Middle Grove lunches will probably be serviced by the same truck. The school district freight truck usually makes about three trips a week to schools in this area. Maintenance personnel may average about two trips a day to each of the schools adjacent to Silverton Rd.

I think it should be noted that there are 45 staff members at Scott school, eight of which are itinerant faculty members and that Middle Grove school may have about 12 staff members, six of which would be itinerant faculty. They too, obviously need access to the schools during and after construction of Silverton Rd.

It would be a mistake to not also mention the anticipated use of bicycle transportation by students living in the area of Silverton Rd. The Salem Area Bicycle Advisory Committee recommends that bicycle lanes be placed on both sides of the road so that bicyclists will never need to ride against traffic.

APPENDIX C

Comments Received From
Mid Willamette Valley Council of Governments

Hold

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

[illegible]

January 9, 1976

1/14/76
cc: G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. H. Hopkins, Co.-City
D. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.

L. W. Rulien
State Highway Division
Department of Transportation
State Highway Building
Salem, OR 97310

MARION

SUBJECT: A-95 Review - LANCASTER DRIVE-WALKER ROAD

Dear Mr. Rulien:

The Clearinghouse staff of the Council of Governments has completed its review of the subject project.

Your Notice of Intent was referred to appropriate local agencies for review. The comments of Bruce Phelps, COG Transportation Planner and Doug Van Dyke, City of Salem Traffic Engineer are attached for your consideration.

In addition, the following agencies were contacted but did not respond: Dennis Lewis, Administrator of the Regional and Urban Area Planning Division (COG), John Sewell, COG Urban Area Chief Planner, John A. Anderson, Marion County Director of Public Works and Dick Knowles, City of Salem Chief Planner, Salem Planning Department.

The comments we received indicate that the project is consistent with comprehensive planning and local plans, programs and objectives and no significant conflicts have been identified.

A copy of this letter and the attached comments should be included with your application to the Federal Agency as evidence of compliance with OMB Circular A-95.

Very truly yours,

James R. Hockin

James R. Hockin
Clearinghouse Officer

JRH/pb

cc: Leslie Lehman, State Clearinghouse 1-16

Attachments

cc Jim Chaney w/attach

REGION 2 ENGINEER
RECEIVED
JAN 76

KEN GIFFORD

PROJECT MANAGER
JAN 14 76
REFER TO

MEMBER AGENCIES: COUNTIES: CITIES:

APPENDIX D

Letter from Department of Environmental Quailty

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207 (503) 229-6086

September 25, 1980

Mr. Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Lancaster Drive - Lardon Road
Silverton Road
Marion County
Consistency Determination

Dear Mr. Potter:

Based upon review of the material forwarded to us, the proposed project would be consistent with the State Implementation Plan.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program

HWH:h

10,047

CON 21-8
Marion
Sp

STATE OF OREC N
HIGHWAY DIVISION

INTE OFFICE MEMO
ENV 3

TO: SEE DISTRIBUTION LIST

DATE: June 23, 1981

FROM: Cam Gilmour, Project Coordinator
Environmental Section Cam Gilmour

NOTED
E. S. HUNTER

SUBJECT: Study Committee Review
Lancaster Drive-Lardon Road
Silverton Road
City of Salem
Marion County

Please review the subject environmental document and return comments to me by June 29, 1981. A formal study committee meeting will not be held unless comments indicate one is necessary. Please make your comments on the Environmental Document Review Form attached.

CG:lb

Attachment

DISTRIBUTION LIST:

NOTED
E. S. HUNTER

F. E. Terpin
G. A. Potter
J. B. Boyd
J. H. Versteeg
L. E. George
Ernest Valach
C. O. Fredrickson
Bill Kappus

cc: E. S. Hunter
Tony George w/attach
Chuck Pietrock w/attach

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TECHNICAL SERVICES
JUN 24 '81
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FOR

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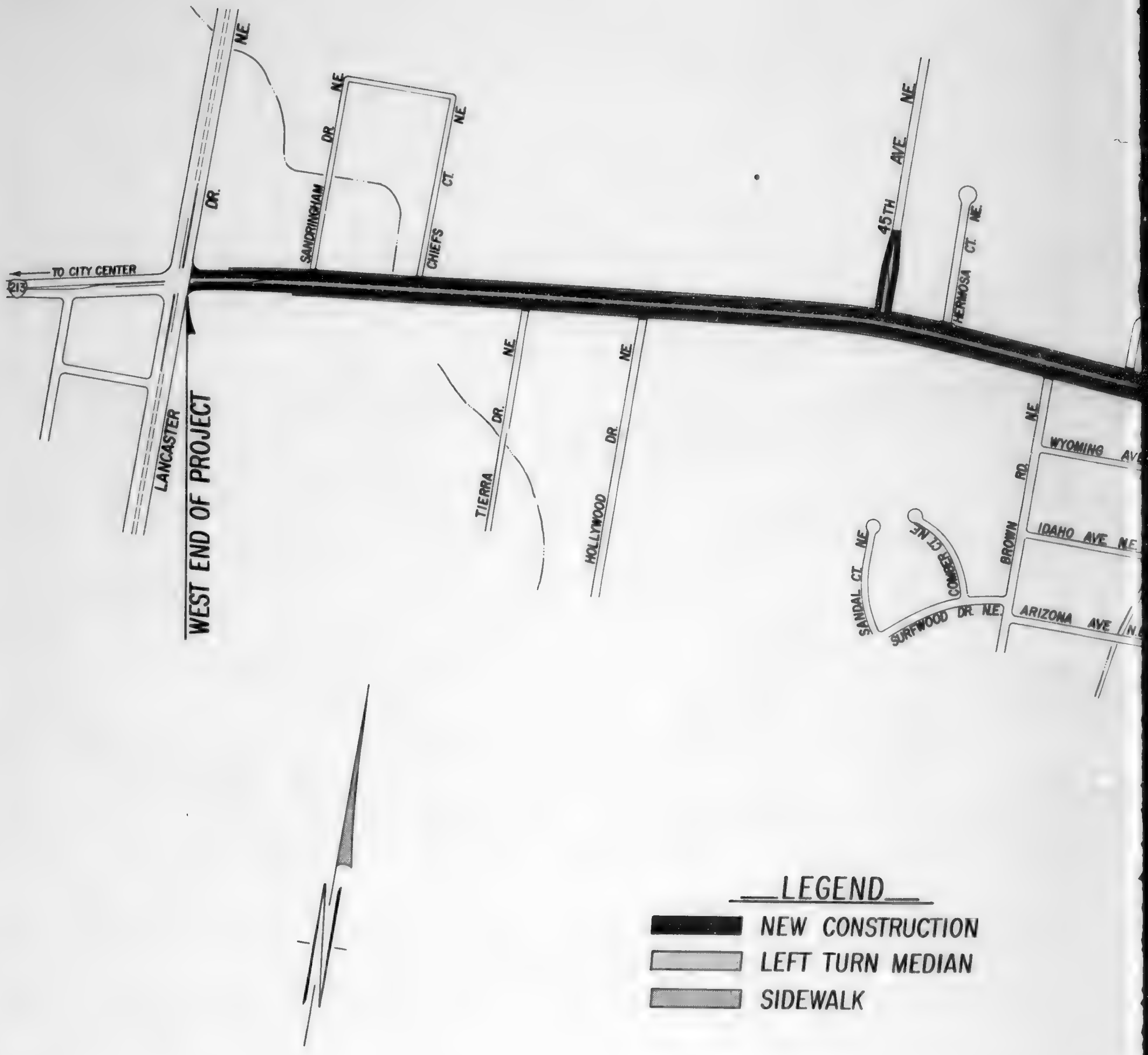

LANCASTER DR. NE
TO CITY CENTER
213
SANDRINGHAM DR. NE
CHIEFS CT. NE
TIERRA DR. NE
HOLLYWOOD DR. NE
45TH AVE NE
HERMOSA CT. NE
BROWN RD. NE
WYOMING AVE
IDAHO AVE N.E.
ARIZONA AVE N.E.
SANDAL CT. NE
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WEST END OF PROJECT
LEGEND
NEW CONSTRUCTION
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Marion
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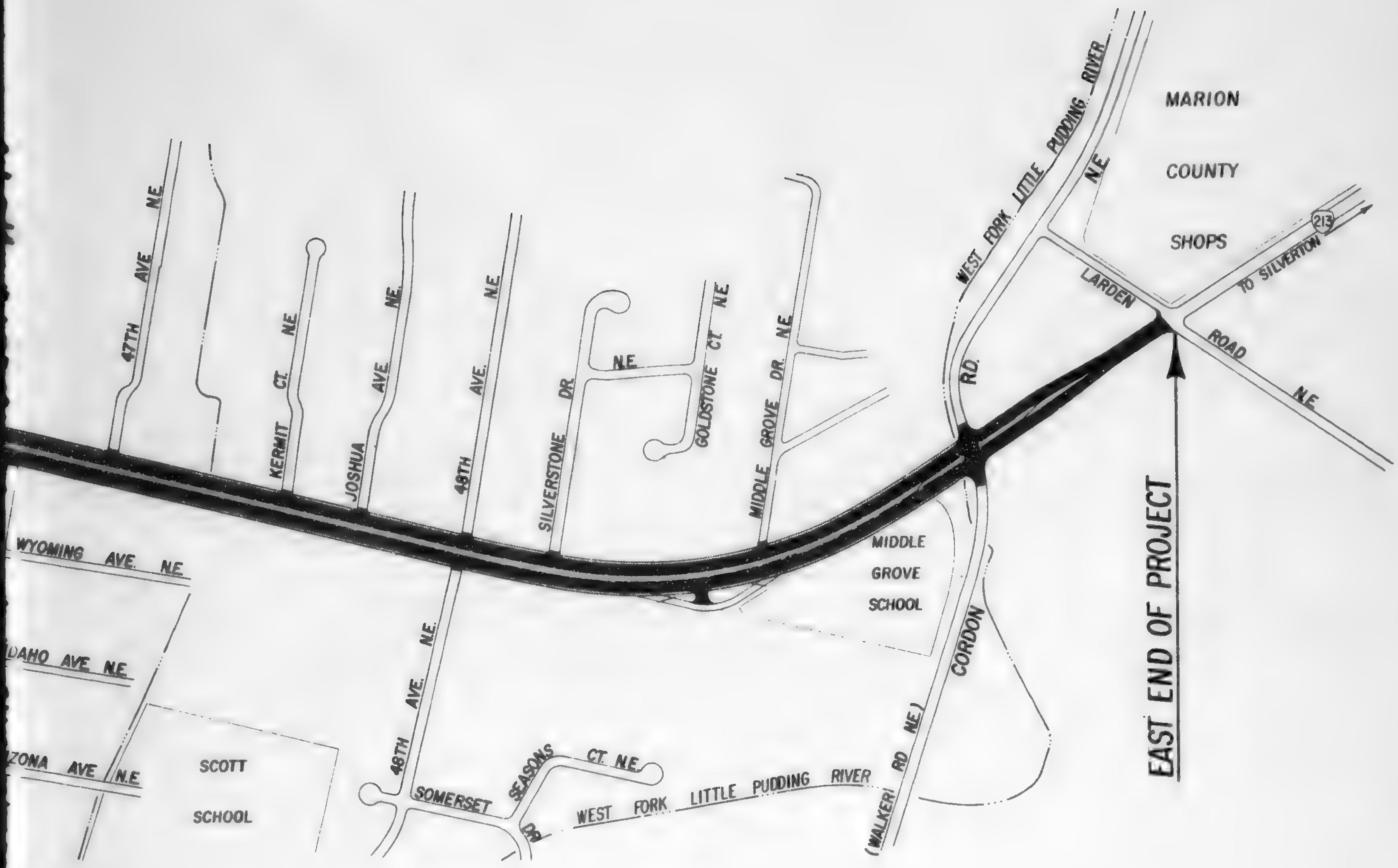
MARION
COUNTY
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WEST FORK LITTLE PUDDING RIVER
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RD.
LARDEN
ROAD
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TO SILVERTON
213
47TH AVE. N.E.
KERMIT CT. N.E.
JOSHUA AVE. N.E.
48TH AVE. N.E.
SILVERSTONE DR.
N.E.
GOLDSTONE CT. N.E.
MIDDLE GROVE DR. N.E.
EAST END OF PROJECT
WYOMING AVE. N.E.
DAHO AVE. N.E.
ZONA AVE. N.E.
SCOTT
SCHOOL
MIDDLE
GROVE
SCHOOL
48TH AVE. N.E.
SOMERSET
SEASONS CT. N.E.
RD.
WEST FORK LITTLE PUDDING RIVER
(WALKER) RD. N.E.)
CORDON

CORRIDOR - DESIGN HEARING MAP
LANCASTER DRIVE - LARDON ROAD
SILVERTON ROAD FAU1720
MARION COUNTY

note
This was a county
hearing - no transcript
rec'd -
Comm. Service

10,047 A-14 CoN

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Environmental Section

DATE: May 27, 1981

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Lancaster Drive-Lardon Road
Silverton Road FAU 1720
Marion County

Bell-Sle Copy 1.06

1 Versteeg
5 Anderson
2 Christensen
3 Olson
4 Sullivan
Terpin
cy 4 Trout
6 Wekerlig

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MAY 28 1981
ROAD DESIGN SECTION

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It appears that all factions involved with the design for subject section are now in substantial agreement; therefore, we can complete the environmental document and advance the project to contract plans.

The following areas of conflict have been resolved:

TYPICAL SECTION

The Draft Negative Declaration and the public hearing indicated the proposal would have a 66-foot curbed street with six-foot sidewalks all within an 80-foot right-of-way. The 66-foot width included a 14-foot median, 12-foot inside lanes and 14-foot outside lanes. There was also a one-foot strip between the back of the sidewalk and the right-of-way.

The modified typical increases the width of the outside lanes from 14 feet to 16 feet with a comparable increase in right-of-way from 80 feet to 84 feet.

BUS AND MAIL TURNOUTS

The modifications also include the addition of eleven combination bus-mail turnouts and six mail only turnouts. The combination turnouts would be at approximate Stations 3+00, 13+00, 24+20, 39+20 and 58+20 on the northerly side of the roadway. The mail only turnouts would be located at approximate Stations 6+80, 31+17, 45+74 and 61+05 on the northerly side of the roadway and at approximate Stations 36+45 and 45+05 on the southerly side of the roadway.

The addition of the bus-mail turnouts should further enhance the capacity of the highway as it would eliminate the need for busses and mail delivery vehicles having to stop in a travel lane. This removal of stopped busses and mail delivery vehicles from the travel lane should also improve the highway safety by eliminating the potential for rear-end collisions.

RIGHT OF WAY

The right-of-way requirements set forth in the Draft Negative Declaration included an 80-foot strip, 40 feet each side of a modified centerline. There were also easements as required for cut and fill slopes.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
1 Eriksen F.E. Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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ROBERT R. ROUNDS

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The increase in the outside travel lanes from 14 feet to 16 feet will result in a like increase in right-of-way width from 80 feet to 84 feet with easements for cut and fill slopes.

Inclusion of the bus-mail turnouts in the design will also create a need for additional right-of-way. Each mail only turnout will require a parcel of land about six feet in width and about 50 feet in length. The combination bus-mail turnouts will require a parcel about eight feet wide by about 141 feet in length.

This additional right-of-way acquisition will in some cases reduce the yard size of those residences where the turnouts are placed. Care was taken in locating the sites whereby this impact would be reduced to a minimum.

No displacements were anticipated with the original design nor are any anticipated with the proposed modifications.

BIKEPATH

The design outlined in the Draft Negative Declaration indicated that the outer two feet of the outside lanes and the sidewalks would be used for bicycle facilities.

A separate off-street bicycle path from Lancaster Drive to Middlegrove Drive was intoduced at the public hearing. This off-street concept was approved by Marion County Commissioners for inclusion in the project; however, due to funding constraints, a separate bikepath cannot be made a part of the project. This then leaves only that portion of the bikepath from Middlegrove Drive to the easterly terminus to be included in the project. The bikepath for this length will be signed as the outer four feet of the outside lanes.

GENERAL

The increase in width of the outside lanes from 14 feet to 16 feet was suggested by the Federal Highway Administration due to the amount of traffic on the highway.

The roadway will not be identified or signed as a bicycle facility except as outlined above in the bikepath segment.

The primary change in project impacts over those outlined in the Draft Negative Declaration will result from the addition of the bus-mail turnouts. As stated previously, there will be a need for more right-of-way which in turn will impact some yards and landscaping. Concentration of bus traffic at the prescribed locations could result in some increase in noise impacts as well as a slight decrease in air quality. Other environmental regimens will only have very minor changes as a result of the modifications.

Additional data and mapping is available through our office, if needed.

FET:DB:ge

cc C. O. Fredrickson
J. H. Versteeg
W. Hackleman

10,047

Marion Co

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STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: March 4, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Silverton Road FAU Project

____Versteeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

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ROAD DESIGN SECTION

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A meeting was held at 10:00 a.m. on March 3, to discuss the status of design approval for the Silverton Road FAU project. Representatives from Location, Design, Environmental, FHWA, and the Resident Location Engineer were present. Two items need to be resolved before the environmental document can be submitted to FHWA and design approval can be obtained.

There has been a difference of opinion on the outside lane width to accommodate bicycles. Agreement between the County, State, and FHWA has been reached on a 16-foot lane. This will require 84-feet of right of way instead of 80-feet as originally agreed to by Marion County. Loren Weber will advise the County of the need for 84-feet of right of way and obtain their concurrence.

The second question involves school and public bus turnouts and the extra width at selected locations for postal service. It was agreed that the proposal prepared by Loren Weber at the request of the postal service, school district, and transit district was reasonable and was acceptable to those present. Loren Weber will obtain final concurrence of the interested parties and transmit the information to this office so it can be incorporated in the project.

Gary Potter will obtain design approval on the project soon after all the information is available to complete the environmental document.

The right of way maps will be revised to accommodate the bus turnouts and all descriptions will need to be revised to accommodate the 84-foot right of way width for the revised design.

It is critical that design approval be obtained for this FAU project so right of way appraisal and negotiations can start.

JHV:ab
cc: Gary Potter
Loren Weber
Glenn Hossner, FHWA
Frank Terpin
Chuck Fredrickson
Bill Kappus, FHWA

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MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

21-8t

February 25, 1981

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FOR
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2-27-81

Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Re: Silverton Road FAU Project

This writing replies to your letter of February 4, 1981 to George Grove, Director of Public Works, advising of FHWA's ruling on project provisions for bicyclists as set forth in their letter of January 26, 1981 to the State Highway Engineer.

Marion County requests that OSHD proceed with the Federal Aid project to improve Silverton Road so as to provide four vehicular lanes with a continuous median lane with whatever typical section will minimize further delay in this urgently required project. Even with the FHWA decision to increase the outside travel lanes from 14 feet to 16 feet width, the county prefers to maintain a 14-foot width for the bi-directional median turn lane and six-foot width for the sidewalks. However, it is specifically requested that OSHD and FHWA reach an early agreement and proceed with whatever full typical section will least delay project completion. Marion County will provide its increased share of local matching funds in the event total project costs are increased by this action.

The county has approved and executed the State proposed supplement (to the construction/finance agreement) stipulating that Marion County will provide 100% of local matching funds for the separate bike path portion of the project. However, the FHWA disapproval of a separate bike path as a part of this project appears to relegate said supplementary agreement to the wastebasket. Accordingly, unless advised otherwise, we will consider the agreement null and void.

Marion County still believes in the merits of a separate bike path and is interested in the FHWA offer to approve such a project programmed under the provisions of FHPM 6-2-5-2, paragraph 6 b. Your advice as to the extent of the State's involvement in such a project and the necessary procedures to initiate action, will be appreciated.

Expediting of this matter with all possible speed will be appreciated. Please keep us advised of its continuing status.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

GTG:if

cc: Glen Green
E. J. Valach
Anthony Yturri
✓Scott Coulter
D.H. Moehring
George Grove

10,117

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

[illegible]

memorandum

Subject: Oregon Project M-1720(1)
Silverton Road
Lancaster Drive-Walker Rd Section

Date: January 26, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Reference is made to Mr. Swan's December 29, 1980 request for a program change and Mr. Terpin's December 17, 1980 memorandum to the files on the subject project.

We have reviewed the proposal for an independent bikeway in Mr. Swan's December 29, 1980 letter and do not believe this project will adequately serve the needs of the bicyclists desiring to use the Silverton Road corridor. It will therefore be necessary to provide shoulder lanes of adequate width on Silverton Road to serve this need.

Marion County's presently recommended cross section for Silverton Road is not acceptable and must be revised to provide 16' outside travel lanes. This can be done by increasing the curbed street to 70' with a 14' median lane or to 68' with a 12' median lane. The sidewalks could also be reduced to 4' or 5' respectively to stay within the proposed 80' right of way. The 16' outside lanes are necessary to provide adequate safe operating space for bicyclists and additional buffer space between motor vehicles and pedestrians. This width should be provided as a minimum on all urban arterial highways.

If the County still feels there is a need for the proposed independent bikeway, we would be willing to approve a separate project programed under the provisions of FHPM 6-2-5-2, paragraph 6b.

G. K. Hosoner
for E. J. Valach

NOTED
E. S. HUNTER

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cy to: Hunter
Versteeg
Terpin
Fredrickson
Stearns please inform County and determine how they wish to proceed
Local Govt.
Fed. Aid

1-30-81

CON 21-8
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 29, 1980

In Reply Refer to
File No.: PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

Original Signed By
D. E. Swan

SUBJECT: Program Change
Project No. M-1720 (1)
Lancaster Dr. - Walker Rd. Section
Marion County

I request approval of a program change striking any reference to "sidewalk/bikeway" and replace with "independent bikeway."

Approval of this request will involve an increase of $19,650 in total cost and Federal obligation of $16,860 at a pro-rata of 85.8%.

Attached is a copy of the Authority for Survey, with sketch map for the independent bikeway portion of the preliminary engineering.

JLG/lms
Attachment

cc: C. O. Fredrickson
Gary Zehner
General Files

Form 734-3122

10,947

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REGION 2 ENGINEER
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STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: Phil O. Stearns
Region Federal Aid Engineer

DATE: December 30, 1980
SENT: January 23, 1981

FROM: Donald E. Shaffer
Bicycle Route Engineer
Don

SUBJECT: Silverton Road Bikeway Project
Marion County (Salem)

As a result of Mr. John Green's December 19th letter to you concerning the State's participation in a separate bicycle path in conjunction with the Silverton Road project, I solicited Mr. Jack Sollis' legal opinion. This opinion is attached.

DES:ge
Attachment

cc L. W. Rulien w/att
E. S. Hunter "
D. Harwell "

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JAN 27 '81
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JAMES M. BROWN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
[redacted]
Salem, Oregon 97310
Telephone: (503) 378-4400
Transportation Building

December 24, 1980

Donald E. Shaffer
Bicycle Route Engineer
200 Transportation Bldg.
Salem, Oregon 97310

Re: Silverton Road FAU Project
Bicycle Path

Dear Mr. Shaffer:

I have reviewed the December 19, 1980 letter from John J. Green, Federal Aide Administrator for Marion County Department of Public Works and have the following comments.

At the time the March 31, 1976 agreement was entered into between the Department of Transportation and Marion County, nobody had even thought of a separate bicycle path. The state has never agreed to the construction of a separate bicycle path and it was not seriously considered until after the passage of Ballot Measure 1. The state had not made any committments to participate in the construction of a separate bicycle path prior to May 20, 1980 and therefore, the advice that I have preciously given still stands. This advice is that state highway funds cannot be used for the construction of a bicycle parth or trail that it is not located inside of highway right of way.

If County Legal Counsel wishes to advise the county that they may spend their highway funds for the construction of a separate bicycle path that is their prerogative and I do not offer any advice to Marion County on the expenditure of their highway funds.

Very truly yours,

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
and Counsel

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Shaffer

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Salem

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 4

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 13, 1981

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Lancaster Drive-Lardon Road
Silverton Road FAU 1720
Marion County

Herewith two sets of maps for subject section showing the tentative placement, design and service areas for mail and bus turnouts.

I would suggest that you review the plans with Marion County, Postal Service and the Bus Company to determine if the proposal would fit their plans.

I would also like to point out that the abutting property owners are not aware of the added turnouts and their resultant impacts (noise and right-of-way); therefore, some difficulty may arise during the right-of-way acquisition phase of the project.

Please keep me posted on the results of your meetings with the County, Postal Service and Bus Company so we can advise the designer regarding advancement of the proposal to final construction plans.

FET:DB:ge
Attachments

cc J. H. Versteeg
G. A. Potter
W. N. Hackleman

✓ Versteeg ✓
Anderson Don
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Sullivan
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1-9-81

Marion
Salem

Lancaster Drive - Lardon Road
Silverton Road
Marion County

9-4-75 Marion County requested this Urban System Project.

2-17-76 FHWA approved project for inclusion in the Federal-aid program.

3-31-76 Urban System Project Agreement was signed
Widen and improve Silverton Road to a four lane curbed street section with left-turn median; including sidewalk/bikeway, traffic signals, landscaping and other associated work.

12-77 Location Narrative
Typical section is 14 foot refuge lane, 2-12 foot travel lanes each side of refuge lane, 2 foot shy to face of curb and 2-6 foot (include cub width) for bikeway/sidewalk. Full width section is 39 feet each side of centerline.

11-20-79 Public Hearing
Two typical section were presented. One typical section was suggested by FHWA by letter dated 10-22-79. That typical was a 12 foot median, 4-12 foot travel lanes, 2-5 foot bike lanes inside the curbs and 2-5 foot sidewalks.
The other typical was a 14 foot median, 2-12 foot interior travel lanes, 2-14 foot curb lanes and 2-6 foot sidewalk/bikepath.

At this hearing Mr. John J. Green, Marion County employee, proposed a bike path built separate from the road.

12-26-79	Letter signed by the County Commissioner's requesting the State Highway Division proceed with project useing a typical section with a 14 foot left turn median, 2-12 foot interior travel lanes, 2-14 foot curb lanes and 2-6 foot sidewalks. They also requested a bike path be built separate from the road and be handled separate so that the road project would not be delayed.
12-26-79	Letter signed by the County Commissions to Glen Green, FHWA, requesting Green to support the separate bike path.
1-10-80	Letter from Glen Green to Coulter supporting separate bike path providing it gives the same or superior service as the on-street bike path. Also points out that there will be bicycling on Silverton Road anyway and that they should be provided for.
1-17-80	Letter from Schaffer to John Green, County, stating that the Governor's Advisory Committee on Bicycles at their 1-11-80 meeting recommended that the bicycle lanes be on the street between the curbs.
1-23-80	Letter from John Green to Shaffer in answer to Schaffer's letter of 1-17-80. Letter re-states the 12-26-79 letter signed by the County Commissioners.
5-20-80	Ballot Measure 1 to become effective 6-19-80
8-27-80	Hearing was held. A transcript has been requested.

9-10-80 Letter signed by two County Commissioners that states that "Under the terms of the project agreement, OSHD will make additional field surveys and accomplish preliminary engineering for the separate route, obtain all right-of-way, complete design and manage the construction of this project." Also requests that project proceed using typical section as proposed in letter from the County dated 12-26-79.

10-20-80 Letter from John Green, County, to Stearns, OSHD, stated that the State Bicycle Engineer on 10-14-80 had orally notified him that the Attorney General had determined that Ballot Measure 1 prohibits use of State Highway funds for matching funds for a separate bicycle path.

10-31-80 Letter from Stearns to John Green transmitting info requested by Green's letter of 10-20-80.

11-19-80 Letter from Stearns to Moehring states that the County is aware of the possibility that gas tax monies may not be used for separate bike path, but County wants to proceed with a design for a separate bike facility.

12-19-80 Letter from John Green to Stearns states that, "The separate bicycle route is mandated by results of the States and Federally required project hearings."

12-31-80 The Oregon State Highway Division after consideration of public hearing testimony taken at the 11-20-79 hearing, recommended a typical section of 14 foot median, 2-11 foot inside travel lanes, 2-16 foot outside lanes and 2-5 foot sidewalks. Futher recommended that the County proceed with plans for a separate bike path.

10,047

JAMES M. BROWN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
XXXXXXXXXXXXXXx
Salem, Oregon 97310
Telephone: (503) 378-4400
Transportation Building

December 24, 1980

Donald E. Shaffer
Bicycle Route Engineer
200 Transportation Bldg.
Salem, Oregon 97310

Re: Silverton Road FAU Project
Bicycle Path

Dear Mr. Shaffer:

I have reviewed the December 19, 1980 letter from John J. Green, Federal Aide Administrator for Marion County Department of Public Works and have the following comments.

At the time the March 31, 1976 agreement was entered into between the Department of Transportation and Marion County, nobody had even thought of a separate bicycle path. The state has never agreed to the construction of a separate bicycle path and it was not seriously considered until after the passage of Ballot Measure 1. The state had not made any committments to participate in the construction of a separate bicycle path prior to May 20, 1980 and therefore, the advice that I have preciously given still stands. This advice is that state highway funds cannot be used for the construction of a bicycle parth or trail that it is not located inside of highway right of way.

If County Legal Counsel wishes to advise the county that they may spend their highway funds for the construction of a separate bicycle path that is their prerogative and I do not offer any advice to Marion County on the expenditure of their highway funds.

Very truly yours,

Jack L. Sollis
Assistant Attorney General
and Counsel

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Shaffer
By Location Engineer

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NOTED
H. S. COULTER

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MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

GEORGE T. GROVE
JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Fred Klaboe

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12-26 cy

what's this all about?
R

December 19, 1980

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Silverton Road FAU Project.

Dear Phil:

Reference is made to your letter of October 31, 1980, forwarding various opinions related to the Silverton Road Federal Aid Urban project. These data have been evaluated, together with pertinent Oregon Revised Statutes. There may be a number of areas in which a judicial decision is necessary to resolve conflicting legal opinions on the effect of the May 20, 1980 amendment to the State Constitution. However, a member of the County legal staff has informally advised that there was no restriction imposed on full participation to fulfill State commitments made before May 20, 1980.

Facts leading to this conclusion include the following:

NOTED
H. S. COULTER

> On March 31, 1976, the State of Oregon, through its Department of Transportation, executed an agreement to participate fully in this project through construction, including agreement that OSHD would accomplish preliminary engineering, acquire right-of-way and contract for and supervise construction, as well as a commitment to furnish 50% of local matching funds. This date is well in advance of the Constitutional Amendment, and data furnished by you clearly establish that the State Highway Fund can continue to meet commitments made before May, 1980.
>
> The Marion County letter of September 10, 1980, forwarded detailed data which you had previously requested to support the separate bikepath. It did not change the Marion County letter request of December 26, 1979, furnishing results of the first public hearing and requesting OSHD to proceed with the project with the detailed configuration established by the public hearing and other considerations.
>
> Although the State-County project agreement does not specifically refer to bicycle facilities, both State and Federal statutes and regulations then required that adequate consideration be given to bicycle facilities in this project. The separate bicycle route is mandated by results of the State and Federally required project hearing. It has subsequently been formally endorsed by diverse agencies such as the

FHWA, the Salem Area Bicycle Advisory Committee, and the SATS Coordinating Committee (which is also the designated area MPO).

With regard to 16-foot outside lanes, Marion County recognizes that State and Federal project approvals are essential prior to expenditure of State and Federal funds. County has stated its desires (including 14-foot outside lanes) and clearly demonstrated public support of its request. This request is based on published AASHTO, Federal, and Oregon State standards, on sound judgment, and on local conditions. It is suggested that State and/or Federal authorities, in excercising their authority to change Federal Aid projects in general and the Silverton Road improvement project in particular, notify Marion County of the complete new roadway and right-of-way cross section established by the change to 16-foot outside lanes and of its effect on County matching fund requirement, together with specific reasons therefore.

Considering the established early need for this project and its high priority in the adopted TIP, it is highly desirable that OSHD action be continued towards its completion. Please advise if there is any Marion County action necessary to resolve the two issues that are "the only reasons the project has not advanced."

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Federal Aid Administrator

JJG:lk

cc: Board of Commissioners
Anthony Yturri
Fred Klaboe✓
Ed Hunter
Don Harwell
Larry Pound/Bob Cannon
Bill Kappus
Bill Penhollow
Dick Knowles

10,047

~~Salem~~ County

N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-24-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Lancaster Drive-Cordon Road

HIGHWAY NAME: Silverton Road (Bike Route)

HIGHWAY NUMBER: N/A

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion	CITY Salem

LENGTH: 1.4 miles

MILEPOST NUMBER: N/A TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Marion County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Bikeway

PROJECT DESCRIPTION

Provide survey for a bike path generally parallel to but separate from and southerly from Silverton Road between Lancaster Drive and Cordon Road. The proposed route from the county information is easterly from Lancaster Drive north of Olympic Court to the westerly line of Surfwood Villa. Thence easterly to Idaho Avenue; thence continuing easterly across the north boundary of Harry Scott elementary school; thence generally northeasterly to Cordon Road. The path is to be 8 feet wide, contained within a 12-foot R/W except where it runs inside streets.

1 Versteeg ✓
Anderson
2 Christensen Doc
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 01 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): N/A

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): N/A

DESIGN STANDARDS: Ore Bikeway

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Frank E. Terpin
Location Engineer
Date 11/24/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	— —	— —
SHOULDERS	— —	— —
MEDIANS	— —	— —
PARKING LANES	— —	— —
SIDEWALKS	— —	— —
BIKEWAYS	— —	1 - 8' wide
INTERCHANGES	— —	— —
OTHER:	— —	— —

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream Claggett Cr.	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☒
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☐	☒
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☒	☐	☐

Type ____________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	2
RIGHT-OF-WAY ACQUISITION	( )	8
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	1982 (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
To be determined during the survey		

7 - TYPICAL SECTION AND LOCATION

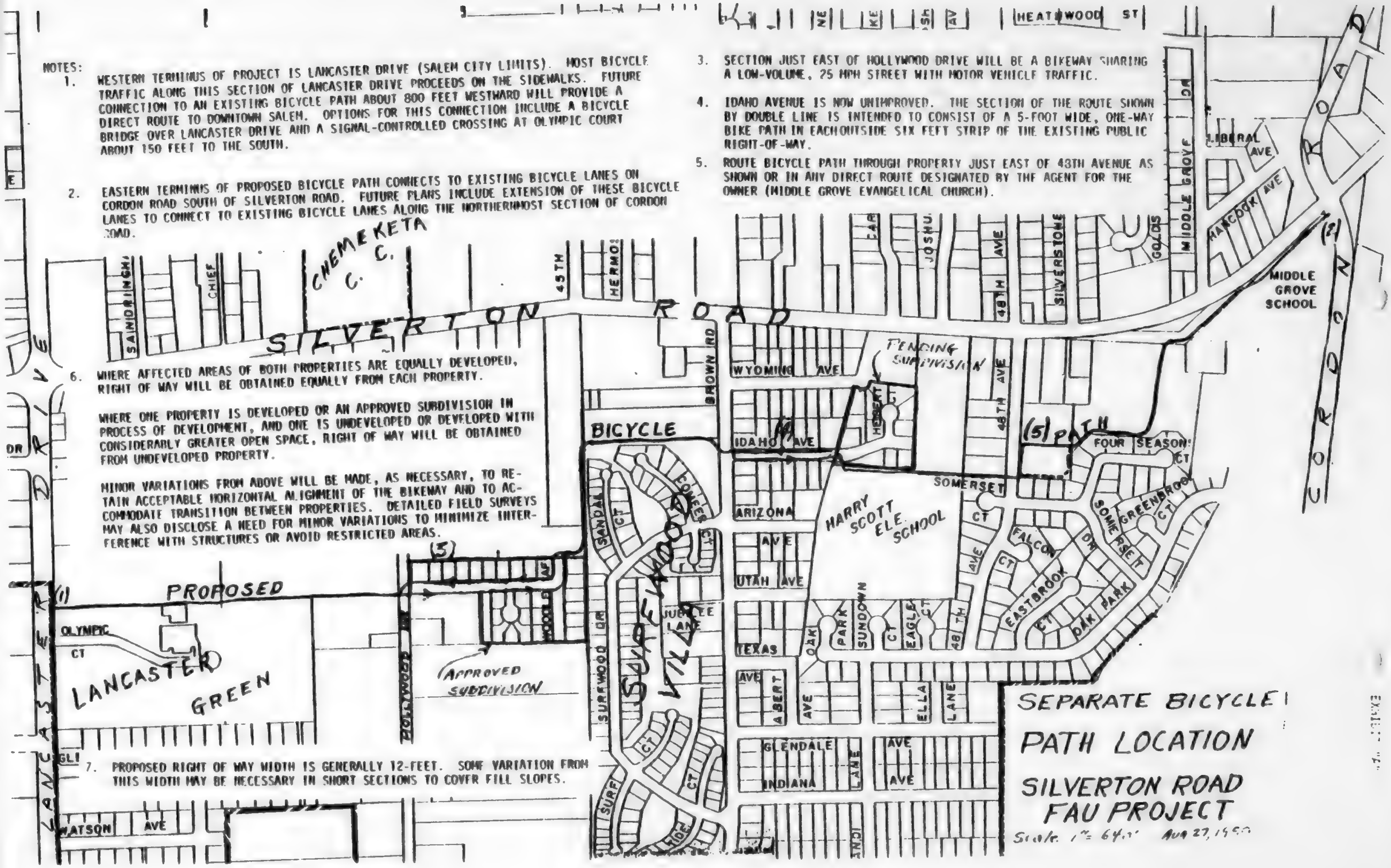
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	8350	19,650
RIGHT OF WAY	46,800	46.800
TRAFFIC CONTROL		2000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	33,000	33.000
OTHER		
ENGINEERING & CONTINGENCIES	6,600	6.600
PROJECT TOTAL	$94,750	108.050

SUBMITTED BY ______________________

EXHIBIT "A"


HEATHWOOD ST
LIBERAL AVE
HANCOCK AVE
MIDDLE GROVE DR
ROAD
CORDON
(2)
MIDDLE GROVE SCHOOL
GOLDS
SILVERSTONE
48TH AVE
JOSHU
CAR
45TH
HERMOS
CHIEF
SAINDRINGHA
CHEMEKETA C. C.
SILVERTON ROAD
BROWN RD
WYOMING AVE
PENDING SUBDIVISION
HERBERT CT
48TH AVE
(5) PATH
FOUR SEASONS CT
BICYCLE
IDAHO AVE
(4)
SOMERSET CT
GREENBROOK CT
SOMERSET
FALCON DR
CT
EASTBROOK CT
OAK PARK
HARRY SCOTT ELE SCHOOL
ARIZONA AVE
UTAH AVE
TEXAS AVE
48TH AVE
EAGLE CT
SUNDOWN CT
OAK PARK
ABERT AVE
ELLA LANE
GLENDALE AVE
INDIANA AVE
LANE
SANDAL CT
COMET
JUBILEE LANE
SURFWOOD VILLA
SURFWOOD DR
SURF
CT
(3)
WOODLE
PROPOSED
(1)
OLYMPIC CT
LANCASTER GREEN
HOLLYWOOD
APPROVED SUBDIVISION
LANCASTER DRIVE
WATSON AVE
GLI
DR

NOTES:

1. WESTERN TERMINUS OF PROJECT IS LANCASTER DRIVE (SALEM CITY LIMITS). MOST BICYCLE TRAFFIC ALONG THIS SECTION OF LANCASTER DRIVE PROCEEDS ON THE SIDEWALKS. FUTURE CONNECTION TO AN EXISTING BICYCLE PATH ABOUT 800 FEET WESTWARD WILL PROVIDE A DIRECT ROUTE TO DOWNTOWN SALEM. OPTIONS FOR THIS CONNECTION INCLUDE A BICYCLE BRIDGE OVER LANCASTER DRIVE AND A SIGNAL-CONTROLLED CROSSING AT OLYMPIC COURT ABOUT 150 FEET TO THE SOUTH.

2. EASTERN TERMINUS OF PROPOSED BICYCLE PATH CONNECTS TO EXISTING BICYCLE LANES ON CORDON ROAD SOUTH OF SILVERTON ROAD. FUTURE PLANS INCLUDE EXTENSION OF THESE BICYCLE LANES TO CONNECT TO EXISTING BICYCLE LANES ALONG THE NORTHERNMOST SECTION OF CORDON ROAD.

3. SECTION JUST EAST OF HOLLYWOOD DRIVE WILL BE A BIKEWAY SHARING A LOW-VOLUME, 25 MPH STREET WITH MOTOR VEHICLE TRAFFIC.

4. IDAHO AVENUE IS NOW UNIMPROVED. THE SECTION OF THE ROUTE SHOWN BY DOUBLE LINE IS INTENDED TO CONSIST OF A 5-FOOT WIDE, ONE-WAY BIKE PATH IN EACH OUTSIDE SIX FEET STRIP OF THE EXISTING PUBLIC RIGHT-OF-WAY.

5. ROUTE BICYCLE PATH THROUGH PROPERTY JUST EAST OF 48TH AVENUE AS SHOWN OR IN ANY DIRECT ROUTE DESIGNATED BY THE AGENT FOR THE OWNER (MIDDLE GROVE EVANGELICAL CHURCH).

6. WHERE AFFECTED AREAS OF BOTH PROPERTIES ARE EQUALLY DEVELOPED, RIGHT OF WAY WILL BE OBTAINED EQUALLY FROM EACH PROPERTY.

WHERE ONE PROPERTY IS DEVELOPED OR AN APPROVED SUBDIVISION IN PROCESS OF DEVELOPMENT, AND ONE IS UNDEVELOPED OR DEVELOPED WITH CONSIDERABLY GREATER OPEN SPACE, RIGHT OF WAY WILL BE OBTAINED FROM UNDEVELOPED PROPERTY.

MINOR VARIATIONS FROM ABOVE WILL BE MADE, AS NECESSARY, TO RETAIN ACCEPTABLE HORIZONTAL ALIGNMENT OF THE BIKEWAY AND TO ACCOMMODATE TRANSITION BETWEEN PROPERTIES. DETAILED FIELD SURVEYS MAY ALSO DISCLOSE A NEED FOR MINOR VARIATIONS TO MINIMIZE INTERFERENCE WITH STRUCTURES OR AVOID RESTRICTED AREAS.

7. PROPOSED RIGHT OF WAY WIDTH IS GENERALLY 12-FEET. SOME VARIATION FROM THIS WIDTH MAY BE NECESSARY IN SHORT SECTIONS TO COVER FILL SLOPES.

SEPARATE BICYCLE
PATH LOCATION
SILVERTON ROAD
FAU PROJECT
Scale 1" = 640' Aug 27, 1980

10,247

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Don Shaffer

October 20, 1980

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Silverton Road FAU Project
(Lancaster-Lardon Section).

he knew of no reason why

Dear Phil:

1

On October 14, 1980, the State Bicycle Engineer orally notified me that the Attorney General has determined that a recent amendment to the State Constitution (Ballot Measure No. 3, May 27, 1980) now prohibits use of State Highway funds for matching funds for a separate bicycle path for the current FAU project for improvement of Silverton Road. At the same time he stated that Federal forest revenues made available to Marion County could be used for local matching funds for the separate bicycle route.

not

In order that Marion County may plan future action on this and similar projects, it is requested that:

a. You furnish text of Attorney General determination to Marion County, and that,

b. You confirm that use of Federal forest revenues for local matching funds for the separate bicycle path would not conflict with ORS, that

c. You notify Marion County of the reason(s) if approval of the separate bicycle path has been withheld or withdrawn by the Department of Transportation for any reason other than a constitutional restriction on use of State Highway funds, and finally, that

1

d. You inform Marion County if the Ballot Measure 3 prohibition of use of State Highway funds for bicycle trails (ORS 366.514) also supersedes the statutory (ORS 366.514) requirement that at least 1% of State Highway funds be expended for bicycle and pedestrian facilities.

off state highway R/W

Your early reply will be appreciated.

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Federal Aid Coordinator

JJG:lk

cc: Board of Commissioners
Larry Pound
Forrest Jones
Don Shaffer ✓

RECEIVED
OCT 21 1980
LOCATION
SECTION

10,047 10-14-2 CON 21-8 Marion

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1720(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. A-62

COUNTY NAME Marion

PROGRAM STAGE *(Check)* ☐ ☐ 2.

RECEIVED
STATE HWY ENGR
OCT 24 '80
REFER TO
Maehrung
FOR
Info R.D D.R Sign

10-24
orig

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-14-80

FEDERAL ROUTE NUMBER FAU-1720

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Lancaster Drive - Walker Road

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 26, 1980, I approve the revised Preliminary Engineering Costs to a TEC of $93,800 - Federal Funds $80,476.

(Increase TEC $27,100 - Federal Funds $23,250)

DATE 10-14-80

SIGNATURE OF APPROVING OFFICIAL E J Valach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-858

10,047

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lancaster Drive-Cordon Road

Highway Silverton Road (Bike Route)

County Marion

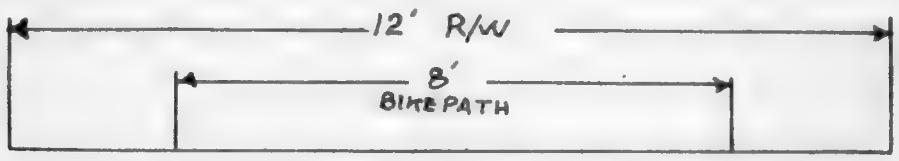
Date 9/26, 1980

Authorization No. 1

Survey Prefix ....
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is Lancaster Drive at the northwest corner of a subdivision named Lancaster Green. The route runs thence easterly to the west boundary of Surfwood Villa; thence easterly to 48th Avenue and thence generally northeasterly across the Middle Grove church property to the old Silverton Road R/W which it follows to Cordon Road, which is the easterly terminus of the project. The length of survey is approximately 7400 feet.



TYPICAL SECTION

Purpose of survey:

Prepare plans and specifications and estimate to construct an 8-foot bikeway.

Estimate of Cost:

Field	901	$ 7,000	Specifications	921	$ 1,500
Final Design	905	5,000	Administrative Serv.	922	50
R/W Descriptions	909	3,000	Environmental	923	200
Soils & Geology	910	750	Hearing (Public)	980	500
Traffic	911	100			
R/W Liaison	913	500			
Utilities	914	500			
Location Studies	918	500			
Project Mgmt	920	50			

This project shall use County non-gas tax revenues for FA Match - deposit is to be made by County before any work is to commence - No state funds are to be used.

part of Approved "Lancaster Dr. - Cordon Rd" project

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 19,650

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:

Weber
Field Engineer

Recommended for Approval:

....
Regional Engineer

Recommended for Approval:

....
Location Engineer

Approved:

....
Assistant State Highway Engineer

SP*19960-734

a

Con 21-8t

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS Marion
Randall Franke, Chairman
Pat McCarthy
Harry Carson, Jr. Sr

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

RECEIVED
DOT DIRECTOR
SEP 18 '80
Fred Klaboe
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

September 10, 1980

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Lancaster Drive - Lardon Road Section of
Silverton Road.

Dear Phil:

Reference is made to Marion County letter dated December 26, 1979, subject as above, which furnished a transcript of the public hearing and requested that OSHD proceed with the project with changes requested or approved at the hearing.

Per your subsequent oral request and findings of the OSHD Location Section, Marion County has investigated the proposed separate bicycle route in some detail. In summary, this investigation disclosed no strong objections to the path except as to its proposed route through the Surfwood Villa Mobile Home Park. In a public hearing held August 27, 1980 (Appendix V) representatives of the Surfwood Villa Homeowners' Association expressed support for the separate bicycle route, provided it skirt the north boundary of Surfwood Villa. Investigation did reveal that a wide majority favor a separate bicycle route and oppose bicycle routes between curb lines on heavily travelled roadways. Detailed results of this survey are attached for information and appropriate action by OSHD. (Appendix I, with Exhibits - A through H.)

Based on survey results and the public hearing, location of the bike path has been slightly revised. New location is shown on plan dated August 27, 1980 included as Exhibit A. Attention is invited to "NOTES" on Exhibit "A". In the event any problems develop in implementation, County representatives are available to assist in their solution.

The Salem Area Bicycle Advisory Committee, the SATS Technical Advisory Committee (TAC), and the SATS Coordinating Committee (CC) have all endorsed the separate bicycle path as an integral part of the Federal Aid project (Appendix II). The TAC and the CC endorsed the project essentially as proposed by Marion County. The Bicycle Advisory Committee endorsement included a recommendation that the typical Silverton Road project cross-section be modified to include shared 16-foot outside lanes.

NOTED
F. B. KLABOE

Modification of County's prior recommendation on roadway cross-section has been given thorough consideration, and the prior recommendation is unchanged. A few of the reasons for continued support of the original section are:

a. A 14-foot wide outside travel lane conforms to current FHWA Bicycle Route Guidelines for shared travel lanes. An increase in lane width from 14-feet to 16-feet would probably encourage more use of this dangerous area by bicycles without reducing potential truck-bicycle conflicts. Silverton Road, in this area, is basically a motor vehicle arterial. Bicycles within travel lanes will delay traffic and increase road hazards. There is no indication that there will ever be an amount of bicycle traffic which would even partially justify the wasted time and energy resulting from probable vehicle delays or would justify probable injuries to cyclists.

b. Six-foot sidewalks adjacent to heavy traffic and large vehicles are necessary for the safety of expected users; many of whom are elementary school students.

c. Construction costs of additional width of pavement (which must be designed to accommodate truck traffic) are far from justified by possible levels of bicycle traffic.

d. Reduction of width of continuous median lane from 14-feet would increase both the frequency and severity of accidents. So many variables are involved that a quantitative increase in accidents can not be proved, but County technical staff suggest that a 12% reduction in median width (from 14-feet to 12-feet) could easily increase the accident rate by 25% under present conditions and by 50% under ultimate design conditions.

e. Reduction of inside traffic lanes from 12-feet to 11-feet is permitted by accepted standards where right-of-way width is limited. However, a significant part of Silverton Road traffic consists of logging and heavy farm trucks and 12 or 14-foot wide mobile homes. County can not support a recommendation to reduce Silverton Road motor vehicle travel lane widths below 12-feet.

By letter dated January 30, 1980, Region 2 of OSHD forwarded FHWA comments on this project to County (Appendix III). All drain grates placed or replaced in any Marion County roadway are suitable for bicycle traffic. Sidewalk ramps suitable for wheelchair and bicycle use are now included in all Marion County sidealk construction. It is hoped that OSHD will continue action on this project to fully incorporate FHWA comments.

In making County recommendations; public preferences, costs, traffic characteristics, requirements for this and other projects, impacts on adjacent property, and probable fund availability have been carefully considered. It is noted that a considerable amount of recent development along Silverton Road has been based on the 80-foot right-of-way contemplated by the 1976-79 OSHD Improvement Plans and by the County set-back ordinance. It is also noted that funds utilized for this project will make a corresponding reduction in funds available for other urgently needed Metropolitan Area roadway improvements. The FAU section of the Salem Metropolitan Area Transportation Improvement Program for the next 6 year period is about 100% overprogrammed. In view of public opposition, Marion County would only reluctantly support a decision by higher authority to continue the Silverton Road project with a typical cross-section consisting of, from each side to center: one-foot utility/sign strips, 6-foot sidewalks with curb, 6-foot bike lanes, 14-foot outside vehicle traffic lanes, 12-foot inside traffic lanes, and a 14-foot continuous median lane; and then only subject to agreements that the State would obtain other funds to cover the difference between the current project estimate and the total project cost, and would not thereby reduce Federal Aid funds available for other Marion County and City of Salem projects.

With regard to the January 31, 1980, Location Engineer Study Report on this project (Appendix IV), the following comments are furnished:

1. As discussed in Appendix I, the majority of responding property owners along the proposed route object very strongly to provision for bicycle traffic between the curb lines of Silverton Road and favor the proposal for a separate bikeway. Prior to developing information furnished with this letter, telephone opinion was obtained from a Federal Highway Administration representative that it would meet State and Federal requirements for additional data needed to assess environmental impacts of the proposal for the separate route.

2. It is Marion County's opinion that providing a separate bike path right-of-way should not significantly affect scheduled completion of the roadway. Under the terms of the project agreement, OSHD will make additional field surveys and accomplish preliminary engineering for the separate route, obtain all right-of-way, complete design, and manage the construction of this project. Upon request by OSHD, Marion County will assist in the project to the maximum extent allowed by County resources. Too many of the necessary project actions are beyond the control of Marion County for County to make any "determinations" on project scheduling or delays. Potential delay can be minimized by OSHD proceeding to acquire right-of-way along Silverton Road as soon as the Environmental Statement is approved; concurrently proceeding with Preliminary Engineering and subsequent right-of-way acquisition along the separate bicycle path. Once the final environmental statement is approved, separate action could proceed on both the roadway improvement and the bicycle paths with the objective of completion of both components in a timely manner. If necessary, the construction schedule could permit completion of the bicycle path

2. (continued)

   somewhat later or earlier than that of the roadway.

3. The question as to whether the County can determine that the separate route would not have a cost disproportionate to its probable use is discussed in attachment. It is our opinion that this question has been adequately resolved, although there apparently are no specific established standards or guidelines.

Current transportation trends are toward smaller automobiles, larger trucks, and probably toward an increasing number of bicycles on the roadways. It will take several years of observation to assess the net effect of the first two items on desirable traffic lane widths, since they have opposite effects. It will also be many years, at present rate of increases in bicycle use, before this section of Silverton Road changes so that it no longer is primarily a motor vehicle arterial. When (or if) such changes occur, Silverton Road could be appropriately re-striped and re-signed, and use of the separate bicycle path would also increase.

It is again requested that OSHD proceed with this project to include the separate bicycle route and the Silverton Road cross-section described in our letter of December 26, 1979, and in more detail herewith. If there is a State or Federal decision that the separate bicycle path cannot be retained in the project, it is requested that project action proceed using the same Silverton Road cross-section proposed by Marion County on December 26, 1979.

Sincerely,

BOARD OF COMMISSIONERS

Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

Attachments
JJG:lk
cc: Glen Green
Fred Klaboe
Ed Hunter
Bill Kappus - w/att.
Dick Knowles
George Grove
Gary Potter - w/att.
Don Shaffer
Dick Arnold
Bruce Schafer

DISCUSSION OF SEPARATE BIKEWAY
SILVERTON ROAD IMPROVEMENT
FAU PROJECT - MARION COUNTY
APPENDIX I

The concept of a separate Silverton Road bikeway, versus construction of between-curb bicycle lanes, was presented at the hearing held November 20, 1979, to obtain public comments on the proposed improvement of Silverton Road between Lancaster Drive and Lardon Road. No count was made of the number of persons at the hearing who favored this separate path, but the proposal was received with widespread applause. The counter-proposal by a bicycle committee advocate for between-curb bike lanes was received with complete silence.

Upon subsequent oral request by OSHD representative, Marion County has investigated various aspects of the separate bicycle route in more detail. This investigation included written requests to property owners along the proposed route and along obvious possible alternates.

In summary, the responses clearly favor provision of the separate bicycle route and clearly oppose special provision for bicycles between the curbs of Silverton Road. One area, Surfwood Villa Mobile Home Court, through its Homeowners' Association, favored a separate bicycle path, but showed organized opposition to routing it through Surfwood Villa. During a Public Hearing on the Separate Route held August 27, 1980, the Surfwood Villa Homeowners' Association expressed support of a separate bicycle route passing along the north and part of the west boundaries of Surfwood Villa, as well as very strong opposition to any bicycle route passing through Surfwood Villa. As a result of detailed studies of the area and analysis of the responses and the Public Hearing, it is recommended that the separate bicycle pathway be included in the project and be located as shown in Exhibit "A".

On the basis of limited project cost data available to Marion County, it appears that there is not a significant difference between cost of providing separate four-foot bicycle lanes between curbs and cost of providing a separated 8-foot bikeway on a twelve foot right-of-way. The recommended separate route would be approximately 7400 feet in length. Of this 7400 feet, 1100 feet lie within existing roadway rights-of-way and would not involve cost for acquisition. Approximately 1100 feet lie within property owned by School District 24J. There have been preliminary indications that School District representatives are receptive to location of a bicycle path through School District properties, possibly by permit and possibly on existing paving. However, School District did not make written reply to letter asking for comments on the spearate bicycle route. More specific discussions between School District 24J and Marion County are not planned until a separate route is approved. Approximately 800-900 feet of the separate path is included in Val Vista Subdivision; the roadways in which will be completed in a few months. This is a dead-end roadway to serve 25 residences and will be suitable for shared bicycle-motor vehicle use.

Estimates of costs of on-street bike lanes and a separate bicycle path are attached (Exhibit "B"). These estimates are based on general cost data and were prepared without benefit of actual field surveys or of design. They are valid for use in comparing costs, but can be expected to change as more detailed project information is developed. Assumption is made for estimating purposes that all right-of-way obtained from private owners would be acquired at fair market value, and that all construction costs would be borne by the Federal Aid project. It is expected that actual construction requirements, as detailed surveys are accomplished, will turn out to be considerably less than estimated, with corresponding effect upon actual costs of the separate path. There is no apparent likelihood that costs of wider on-street construction or Silverton Road right-of-way would be less than estimated.

Estimated cost of an additional two-foot roadway width to provide on-street bike lanes or bike space is $55,000, compared to estimated cost of $80,000 for a separate 8-foot bicycle path. Although costing somewhat more, the separate route is far superior in terms of safety, convenience, user satisfaction, and public acceptance. Additional cost to provide "adequate" on-street bike lanes is estimated at $161,000, but even this type of facility has not been demonstrated to be as desirable as a separate bike route.

Two types of contacts were made with property owners along the selected route and in short alternate locations which appeared to warrant consideration. The first type contact was a questionnaire sent by cover letter to the 51 property owners affected by proposed bicycle path location. Fourteen of the addressees (28%) responded with these results:

> Seventy percent oppose, and ten percent favor, bike lanes between curbs on heavily travelled roadways.
>
> Forty five percent favor, and eighteen percent oppose, bikepaths entirely separate from heavily travelled roadways.
>
> Sixty one percent favor, and ten percent oppose, bike routes within sidewalk areas of heavily travelled roadways.
>
> Only eleven percent favor, while fifty six percent oppose, bike routes within traffic lanes of residential streets. Forty six percent favor, and twenty seven percent oppose, bike routes on sidewalks of residential streets. Separate bike paths along edges of undeveloped properties and rear lot lines of developed properties are favored by wide majorities.

Returned questionnaires and a tabulation of the responses are included in Exhibit "C". A number of questionnaires contained added comments favoring bicycle facilities in general and this facility in particular, but an unsigned questionnaire showed opposition to any type of bikepath and suggested that cyclists be licensed and taxed to pay all costs of bicycle facilities.

The second type of contact, (Exhibit "D"), consisting of individual letters to other than residential property owners, elicited formal response from one developer who favors a separate bike path on the property line of his development or beside the street within the development, and who opposes bicycles on roadways. A telephone response was received from the principal of Scott School expressing preliminary approval of the separate path, but no formal reply was made by any School District 24J representative. Surfwood Villa Mobile Home Park also lies along the path of the proposed separate path. This is a development of 140 individual mobile home lots and extensive communal area owned and maintained by the individual lot owners through the Surfwood Villa Homeowners' Association. A separate letter and 140 questionnaires were furnished to this Association. Detailed analysis of responses is at Exhibit "E". There was an organized response in which form letter signed by 89 (64%) of the residents of Surfwood Villa opposed a bicycle path anywhere in Surfwood Villa, citing trespassing and vandalism, and suggested the path be located along Silverton

Road. The residents also returned 23 questionnaires supplementing the form letter. Overall, these respondents favored separate bike paths along edges of undeveloped properties by margins of 2 to 1, but opposed with varying margins all other items, including bikeways on sidewalks and the use of 1% gas taxes for bicycle facilities. Many also added comments objecting to any intrusion into the Villa, although 2 suggested that the north 12-feet of the Villa could be used for a bicycle path.

The main service road through the Villa, Surfwood Drive, is a County Road which has no restrictions on traffic.

In order to aid in evaluation of responses by property owners affected by the proposed path, the questionnaire was also distributed to 25 residents of a separate area picked at random (Exhibit "F"). There were five responses (20%) of which one opposed anything to do with bikeways, particularly spending money on them. Remaining responses showed wide differences of opinion on everything except favoring separating bike lanes from heavily travelled streets by 4 to 1. They differed from other respondents in opposing separate paths along edge of undeveloped properties (2 to 1) and along rear lot lines (3 to 1). This probably was the result of selecting a completely developed area with small lots. In view of the small number and wide differences in responses, this survey is not particularly significant, but data are included for information.

A tabulation of responses from all three surveys was also made (Exhibit "G"). Overall results support the conclusion that the public, including a majority of bicyclists, is opposed to bike lanes between curbs on heavily travelled roadways and favors bike paths entirely separate from heavily travelled roadways. Groups that include a significant number of cyclists favor bike lanes within sidewalk areas of heavily travelled streets and on sidewalks of residential streets. As the proportion of cyclists decreases, the percentages favoring bike lanes on sidewalks also decreases. All groups appear to favor location of separate bike lanes along edges of undeveloped properties, but as percentages of non-bikers increases, opposition to separate bike lanes in developed areas increases.

A significant number of bicycle accidents occur in Marion County. Fifteen (15) bicycle-involved accidents were reported during calendar year 1979. Statistical data on these accidents are included in Exhibit "H". Examination of these data indicates that each accident differs from each of the others in major respects. About the only conclusion that can be supported by the facts is that each accident was caused by driver error, either on the part of the motorist or the cyclist. It is noted, however, that no accident was reported as caused by riding a bicycle either on a sidewalk or in painted bicycle lanes within a roadway. State and Federal bicycle advocates have, on several occasions, stated that experience in the City of Eugene proves that sidewalk bikeways are three times more dangerous than on-street bike lanes. Analysis of the consultant's report cited as a basis discloses that it falls far short of supporting that statement. There are general indications, both in the 1979 accident history and in the consultant's report, that the major factors in bicyle accidents are: skills and attitudes of cyclists and motorists, speed and volume of vehicular traffic, and volume of bicyclists. Physical separation of bicycles and motor vehicles will reduce both the frequency and severity of bicycle accidents. Available data do not appear to justify more specific conclusions.

Based on responses to requests for comments from most of the affected property owners, the majority would favor the proposed separate route. A foot-by-foot summary of survey results follow:

a. The developer of Lancaster Green, about 75% of the length between Lancaster Drive and Hollywood Drive, favors a separate path through or along the 1300 foot north boundary of the development, but would expect fair compensation for property taken.

b. The next property extends about 450 feet from Lancaster Green to Hollywood Drive. The owner did not respond. This parcel is undeveloped, and there would be no apparent hardship to the owner in event of fair compensation for the north 12-foot strip. Adjoining property on the north is developed, with a shed and house fairly close to the fence. It appears that acquisition of any of the northern property in the 200 feet west of Hollywood Drive would result in an undesirable side yard width for that property.

c. A subdivision is under construction in the property from Hollywood Drive to Surfwood Villa. It will have low volume streets suitable for about 800 feet of the bicycle route. No costs of right-of-way or construction will be incurred for this section.

d. The path would then pass about 100 feet through the undeveloped SE corner of private property to the boundary of Surfwood Villa. Review of correspondence discloses that this property owner was not contacted.

e. The path would then pass about 500 feet north and 650 feet east over the common boundary of Surfwood Villa and thru private properties to Brown Road. Surfwood Villa residents supported this location in a public hearing held August 27, 1980. (Appendix V) in a change from their earlier opposition to a bicycle path anywhere in the vicinity of Surfwood Villa.

f. The path would then cross Brown Road and follow Idaho Avenue about 500 feet, then through a proposed subdivision to the Scott School property, follow its north boundary about 600 feet, then follow a common boundary of two residential lots 200 feet to 48th Avenue.

g. The path would then proceed about 400 feet across property of the Middle Grove Church of the Evangelical Church of North America, then about 600 feet through an undeveloped area adjacent to an apartment complex; thence about 500 feet along the Old Silverton Road right-of-way, and about 400 feet through Middle Grove School property to Cordon Road. Neither the Church nor the owners of the undeveloped properties east of the Church property responded to requests for comments. (The term undeveloped property, as used herein, denotes an open area, probably uncultivated, in and adjacent to the area of the proposed bike path, but there may be buildings elsewhere on the property.)

Those responses received indicate that a separate bicycle path on the route shown is feasible and is publicly supported, although many property owners did not respond. Unless and until authority to negotiate and funds for right-of-way are available, there is no apparent advantage in re-approcahing property owners for more definite committments. Such committments would not be binding, and may hinder future acquisition of right-of-way.

In some, but not all, sections of the proposed path; satisfactory alternate routes could be found in the event major problems developed during acquisition proceedings. It should also be noted that dense development in many areas south of Silverton

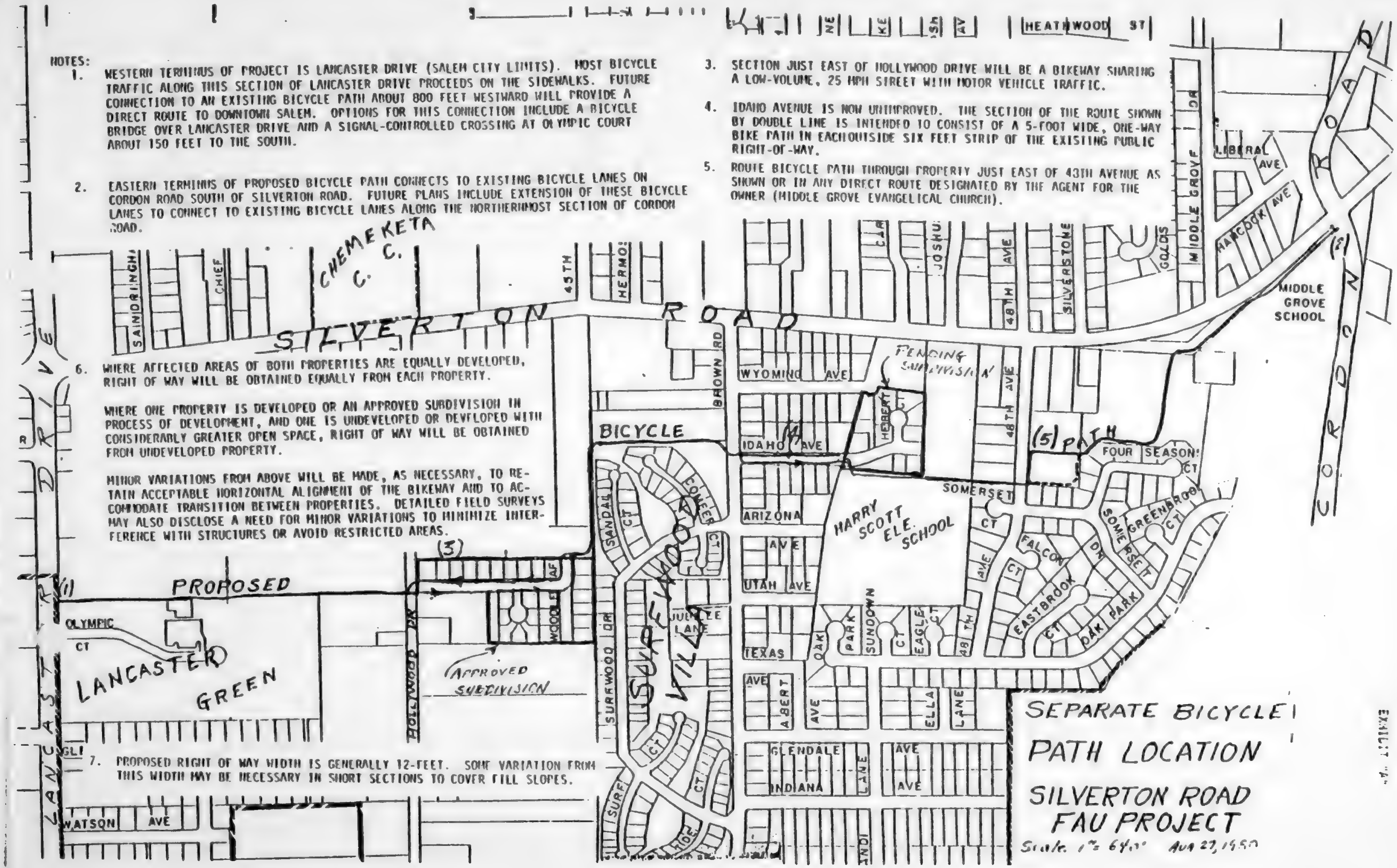
Road limit the location of a separate bicycle path to the general area shown. Other routes considered either pass through more highly developed areas that would magnify right-of-way costs or would introduce excessive meander that would discourage use of the path.

There now appear to be three acceptable courses of continued action on this project:

1. Most Desirable. Proceed with the initially proposed project along Silverton Road with the 80-foot roadway right-of-way and the roadway section requested in Marion County letter to OSHD dated December 26, 1979. Concurrently proceed with the separate bicycle path shown on attached plan dated August 27, 1980. This option has widespread public support, offers safe, separate bicycle facilities, permits those bicyclists desiring to do so to use either the roadway or sidewalks on Silverton Road, and most effectively utilizes project funds. The Project is already delayed from the November, 1979 schedule, and other delays will probably occur. It now appears that project work could be continued in such a manner that roadway construction could be completed on schedule and the bicycle path could be completed separately at or near the same time, but some delay is justified by the superior product which would result from construction of the separate bicycle path.

2. Less Desirable. Proceed with construction of the roadway improvement as requested in Marion County letter of December 26, 1979. This complies with expressed public desires in all respects except the separate bikeway. This option complies with the letter of ORS 366.514, which states that bicycle paths are not required where establishment would be contrary to public safety. It also provides 14-foot wide outside traffic lanes for shared motor vehicle-bicycle use that are specified in current FHWA bicycle facility guidelines. This option should not contribute to further project delay.

3. Undesirable. Construct project with any roadway cross-section where lane widths or sidewalk widths are reduced below those widths set forth in the December 26, 1979 letter, or where any unsafe or disproportionately expensive component is included.


HEATHWOOD ST
LANCASTER DRIVE
SILVERTON ROAD
CORDON ROAD
CHEMEKETA C. C.
SAINDRINGHA
CHIEF
45TH
HERMO
JOSHU
48TH AVE
SILVERSTONE
GOLDS
MIDDLE GROVE DR
LIBERAL AVE
HANCOCK AVE
MIDDLE GROVE SCHOOL
PENDING SUBDIVISION
WYOMING AVE
BROWN RD
BICYCLE
IDAHO AVE
(4)
HERBERT CT
(5) PATH
FOUR SEASONS CT
SOMERSET
ARIZONA
AVE
UTAH AVE
TEXAS
HARRY SCOTT ELE. SCHOOL
CT
FALCON
SOMERSET
GREENBROOK CT
EASTBROOK
CT
OAK PARK
DR
OAK
PARK
SUNDOWN
CT
EAGLE
CT
48TH
AVE
ABERT
AVE
ELLA
LANE
GLENDALE
INDIANA
LANE
AVE
AVE
SANDAL
CT
CONIFER
CT
SURFWOOD VILLA
JUBILEE LANE
SURFWOOD DR
SURF
CT
CT
(3)
WOODLEAF
HOLLYWOOD DR
APPROVED SUBDIVISION
(1)
PROPOSED
OLYMPIC CT
LANCASTER GREEN
WATSON AVE
(2)

NOTES:

1. WESTERN TERMINUS OF PROJECT IS LANCASTER DRIVE (SALEM CITY LIMITS). MOST BICYCLE TRAFFIC ALONG THIS SECTION OF LANCASTER DRIVE PROCEEDS ON THE SIDEWALKS. FUTURE CONNECTION TO AN EXISTING BICYCLE PATH ABOUT 800 FEET WESTWARD WILL PROVIDE A DIRECT ROUTE TO DOWNTOWN SALEM. OPTIONS FOR THIS CONNECTION INCLUDE A BICYCLE BRIDGE OVER LANCASTER DRIVE AND A SIGNAL-CONTROLLED CROSSING AT OLYMPIC COURT ABOUT 150 FEET TO THE SOUTH.

2. EASTERN TERMINUS OF PROPOSED BICYCLE PATH CONNECTS TO EXISTING BICYCLE LANES ON CORDON ROAD SOUTH OF SILVERTON ROAD. FUTURE PLANS INCLUDE EXTENSION OF THESE BICYCLE LANES TO CONNECT TO EXISTING BICYCLE LANES ALONG THE NORTHERNMOST SECTION OF CORDON ROAD.

3. SECTION JUST EAST OF HOLLYWOOD DRIVE WILL BE A BIKEWAY SHARING A LOW-VOLUME, 25 MPH STREET WITH MOTOR VEHICLE TRAFFIC.

4. IDAHO AVENUE IS NOW UNIMPROVED. THE SECTION OF THE ROUTE SHOWN BY DOUBLE LINE IS INTENDED TO CONSIST OF A 5-FOOT WIDE, ONE-WAY BIKE PATH IN EACH OUTSIDE SIX FEET STRIP OF THE EXISTING PUBLIC RIGHT-OF-WAY.

5. ROUTE BICYCLE PATH THROUGH PROPERTY JUST EAST OF 43TH AVENUE AS SHOWN OR IN ANY DIRECT ROUTE DESIGNATED BY THE AGENT FOR THE OWNER (MIDDLE GROVE EVANGELICAL CHURCH).

6. WHERE AFFECTED AREAS OF BOTH PROPERTIES ARE EQUALLY DEVELOPED, RIGHT OF WAY WILL BE OBTAINED EQUALLY FROM EACH PROPERTY.

WHERE ONE PROPERTY IS DEVELOPED OR AN APPROVED SUBDIVISION IN PROCESS OF DEVELOPMENT, AND ONE IS UNDEVELOPED OR DEVELOPED WITH CONSIDERABLY GREATER OPEN SPACE, RIGHT OF WAY WILL BE OBTAINED FROM UNDEVELOPED PROPERTY.

MINOR VARIATIONS FROM ABOVE WILL BE MADE, AS NECESSARY, TO RETAIN ACCEPTABLE HORIZONTAL ALIGNMENT OF THE BIKEWAY AND TO ACCOMMODATE TRANSITION BETWEEN PROPERTIES. DETAILED FIELD SURVEYS MAY ALSO DISCLOSE A NEED FOR MINOR VARIATIONS TO MINIMIZE INTERFERENCE WITH STRUCTURES OR AVOID RESTRICTED AREAS.

7. PROPOSED RIGHT OF WAY WIDTH IS GENERALLY 12-FEET. SOME VARIATION FROM THIS WIDTH MAY BE NECESSARY IN SHORT SECTIONS TO COVER FILL SLOPES.

SEPARATE BICYCLE
PATH LOCATION
SILVERTON ROAD
FAU PROJECT
Scale 1" = 640'   Aug 27, 1980

EXHIBIT "B"
August 27, 1980

COMPARATIVE ESTIMATE
SILVERTON ROAD FEDERAL AID URBAN PROJECT

I. Additional cost to provide 68-foot curbed street with 6-foot sidewalks each side.

Base rock and paving (2' X 6950' X $1.21/SF)	=$	16,819

6" cement treated base	$15/CY =	$ .28/SF
5" Total AC Paving	$25/Ton	.73/SF
		$1.01/SF
Grading & Miscellaneous		.20/SF
		$1.21/SF

Additional two-foot right-of-way to maintain original sidewalk and lane widths:

2' X 6950' X $2.75	=	38,225
TOTAL	$	55,044
SAY	$	55,000

II. Cost of Separate bicycle path.

Grading & Miscellaneous	Lump Sum	$	1,000
Culvert	20 ft. @ 30/LF		600
Paving	8' X 7400' X $0.53/SF		31,376

6" Aggregate Base @ $10	=	$0.19/SF
2½" AC Concrete @ $25/Ton		0.34/SF
		$0.53/SF

Separate Right-of-Way Cost:

12' X 5200' X $.75/SF	=$	46,800
TOTAL	$	79,776
SAY	$	80,000

III. Additional cost to provide adequate within-curb bicycle lanes. (Add 6-foot bike lanes, eliminate two foot shy strips, and reduce sidewalks to 5-foot width):

Base and Paving	8' X 6950' X $1.21	=$	67,276
Additional Right of Way	6' X 6950' X $2.75		114,675
Credit for Sidewalk	2' X 6950' X $1.53		(21,267)

4" gravel @ $10/CY	=	$ .13/SF
4" P.C.C. @ $100/CY		1.30/SF
Site Prep. @		.10
		$1.53/SF

TOTAL	$	160,684
SAY	$	161,000

EXHIBIT "C"
August 27, 1980

SUMMARY
SURVEY OF RESIDENTIAL PROPERTY OWNERS
SEPARATE BICYCLE ROUTE
SILVERTON ROAD
FAU IMPROVEMENT PROJECT

Bicycle route questionnaires were mailed to property owners along a proposed bicycle route selected by study of aerial photographs and property ownership maps of the area south of Silverton Road. Areas closer to Silverton Road were ruled out by high density development or existing structures which would have imposed high right-of-way costs and/or would have required excessive meandering of the route.

Letter mailed to these residents, names and addresses of recipients, and a tabulation of responses, together with copies of individual responses, is attached. It is noted that, of 14 respondents, 10 were bicycle owners. Most responses differed in some respects, but this group of responses did not show any clear difference of opinions between cyclists and noncyclists. It showed a definite public opposition to bikepaths between curbs of heavily travelled roadways and within traffic lanes or in lieu of parking lanes on residential streets. It also showed public support of bikepaths in sidewalk areas of heavily travelled roadways and entirely separate from such roadways, as well as on sidewalks of residential streets and for separate paths in public rights-of-way obtained along rear lot lines in developed areas. The single facility with the greatest ratio of acceptance (3 to 1) is a separate bicycle path located along the edges of undeveloped properties. The use of 1% of Highway funds for bicycle and pedestrian paths is generally favored.

The letter requesting information from property owners described the general area in which the path was proposed and listed names and a phone number for obtaining more detailed information. No calls for detailed information were received. Location of the proposed route was also presented at the public hearing on November 20, 1979. In sending the letter to property owners, an assumption was made that recipients would recognize that either their property or nearby property might be involved in construction of the bicycle path.

More responses from noncyclists were expected, as were more specific comments on acquisition of individual properties. The percentage of non-respondents (72%) appears to indicate either a general apathy toward the bicycle path, or a general feeling that replies to the questionnaire would not make any difference in continuing actions.

March 10, 1980

MARION COUNTY BICYCLE QUESTIONNAIRE SUMMARY

(Replies to February 21, 1980 Questionnaire)

1. Number of bicyclists in household:

	Bikes per Household	Number of Households
	0	4
	1	6
	2	4
	3 or more	0
TOTAL	14 Bicycles	14 Households

2. Average days per month each cyclist uses bike 4.8 .

3. Type of cycling:
   - A. Ride to School 0
   - B. Ride to Work 2
   - C. Ride for Pleasure or Exercise 11

4. Feeling Toward Various Types of Bikepaths:

	FAVOR	NEUTRAL	OPPOSE	TOTAL RESPONSE TO INDIVIDUAL QUESTION
A. Between Curbs on Heavily Travelled Roadways.	7%	14%	50%	71%
B. Within Sidewalk Area on Heavily Travelled Roadways.	43%	21%	7%	71%
C. Entirely Separate from Heavily Travelled Roadways.	36%	29%	14%	79%
D. Within Traffic Lanes of Residential Streets.	7%	21%	36%	64%
E. On Sidewalks of Residential Streets.	36%	21%	21%	78%
F. Instead of Parking Lanes on Residential Streets.	7%	36%	29%	72%
G. Separate Path Located Along Edge of Undeveloped Properties.	64%	7%	14%	85%
H. Separate Paths in Public Right of Way Obtained Along Rear Lot Lines in Developed Areas.	43%	14%	21%	78%
I. Other (Describe in Comments)	☐	☐	☐	

5. The 1% of Highway funds required by statute to be used for construction and maintenance of bicycle and pedestrian paths is:

Too High 7 % About Right 43 % Too Low 21 % TOTAL: 71%

6. Summary of Remarks:

The attached bicycle questionnaire and cover letter were sent to persons with property

6. Summary of Remarks: (continued)

interests along the separated bicycle route proposed for construction as part of the Silverton Road improvement project. One questionnaire was returned by the Postal Department as "undeliverable", fifteen forms, representing 14 households were completed and returned, while the remaining 36 addressees made no response. This is a positive response of 28%.

Responses ranged from one responder who checked only the item that he considered 1% funding about right for bicycle facilities to another responder who is opposed to every type of bike path and feels bikes should be licensed and taxed for all bikeway costs. The summary of responses on the attached questionnaire clearly indicates overwhelming public opposition to bicycle paths between curbs on heavily travelled roadways. It also indicates that separate paths in undeveloped properties are favored by about 4½ to 1, that separate paths obtained in developed areas are favored by a ratio of 2 to 1, and that bikepaths within sidewalk areas of heavily travelled roadways are favored by a ratio of 6 to 1. Bikepaths within traffic lanes on residential streets are opposed by a ratio of 5 to 1 and bikeways instead of parking lanes on residential streets are opposed by a ratio of 4 to 1. There were several specific comments. Two responses favored provisions for paths from the area to the Safeway store, one favored immediate bikepaths and better walks for Scott School children, and the need for better bikepaths "downtown" and for avoidance of physical confrontation between bicycles and cars was also expressed.

One surprising aspect of responses is that no family reported use of a bicycle to ride to school.

JJG:lk
Attachment

EXHIBIT "D"
June 20, 1980

SUMMARY
SURVEY OF CORPORATE PROPERTY
SEPARATE BICYCLE ROUTE
SILVERTON ROAD
FAU PROJECT

Bicycle route questionnaires, with letters seeking more specific information on each property, were also mailed to commercial developers, various persons within the affected School District 24 J, and to a church with property on the proposed route. Copies of these letters are attached.

Only one written response was received. It consisted of notations on the County letter and was from the Lancaster Green development just east of Lancaster Drive. This response represents about 1300 feet (23%) of the total of 5100 feet of new right of way required for the separate path. Plans for this development include racquetball courts, commercial retail outlets, and apartments. The developer believes that a connecting path would be beneficial to the development, and he would favor County purchase of bicycle path right of way within the development or along the boundary.

Telephone response to the letter to School District 24 J was made by the principal of Scott School. Mr. King indicated that he favored a bicycle path for students of Scott School and pointed out that there was an existing sidewalk/bicycle entry to the school grounds from 48th Avenue NE. He also stated he would bring the matter before the Local School Advisory Committee for continuing action. In related action, the Marion County Road Superintendent, Forrest Jones, and the District 24 J Transportation Manager, Floyd DeLapp, are working on a continuing basis to identify pathways most needed for student safety. Although District 24 J has not formally endorsed the separate bicycle path, those School District representatives contacted are expected to support either a permanent easement or necessary right of way to construct the bicycle path across school property.

EXHIBIT "E"
August 28, 1980

SUMMARY
COMMENTS OF SURFWOOD VILLA HOMEOWNERS' ASSOCIATION
SEPARATE BIKE ROUTE
SILVERTON ROAD
FAU PROJECT

A separate request was made for comments from the residents of Surfwood Villa, most of whom are also believed to be members of the Surfwood Homeowners' Association. Surfwood Villa is a private, adult mobile home court development on about 35½ acres of ground. Development includes 140 individually-owned mobile home lots; plus substantial park, storage, and community hall areas commonly owned by the individual lot owners. Surfwood Drive loops through the development, serving about one-quarter of the lots directly and connecting to 7 short public rights-of-way serving the remaining lots. Surfwood Drive is a County Roadway maintained by Marion County. The public rights-of-way and the common areas are maintained by the Homeowners' Association. Several of the returned comments indicate that a large number of residents are retired persons who moved to Surfwood Villa for peace, quiet, and security.

The request for comments from Surfwood Villa described a proposal to route the bicycle path along the County road; thence about 200 feet westerly through a common area and into an undeveloped area west of Surfwood Villa. It also showed an alternate routing about 1400 feet long along the common area on the north boundary, a short section of the eastern boundary, and part of the western boundary of Surfwood Villa.

There was a relatively high response from Surfwood Villa. One form letter was signed by 89 (64%) of the 140 residents/owners of individual lots. Twenty-three questionnaires were also returned. On these, 5 returnees were not identified, two were persons not signing the form letter, and 15 also signed and returned the form letter. One was signed by all Members of the Board of the Homeowners' Assocation. Signers of the form letter opposed any bicycle path through Surfwood Villa, and suggested an alternate route along Silverton Road. Following this suggestion would not solve the basic problem that brought forth the suggestion for the separate route. That is, because of existing development and higher cost of Silverton Road frontage, provision of bicycle facilities on Silverton Road is impractical. Separation of cyclists, particularly elementary students, from high-volume traffic has a sound basis in safety.

Notwithstanding that 64% of residents signed the form letter opposing a bicycle path through Surfwood Villa, returned questionnaires favor by wide margins both a separate path and its location along the edges of undeveloped properties. They oppose by similar margins bicycle paths, either between curbs or in sidewalk areas, on heavily travelled roadways and in either traffic areas or sidewalk areas of residential streets. The Board, presumably representing the entire Surfwood Villa, expressed these same preferences on bicycle paths. In the one exception to agreeing with the majority of other returned questionnaires, the Board favored bicycle paths along rear lot lines in developed areas, while other respondents opposed this concept by a 2 to 1 ratio. (Tabulation of Surfwood Villa questionnaire responses follows)

Other constraints (existing development and need for a relatively direct route) limit the route to either through Surfwood Villa or along its north boundary. Added comments on the individual responses indicate varying degrees of opposition to routing the path through Surfwood Villa. (16 persons, or couples, made separate objections to a path through Surfwood Villa, in addition to signing the form letter.) The overall sentiment favoring a separate bike route appears to outweigh that opposed to a route through Surfwood Villa, but this judgment is difficult to support by specifics. General support outside Surfwood Villa also appears to justify continued effort to provide the separate bike path.

During a Public Hearing on August 27, 1980, the Surfwood Villa Homeowners expressed support of the separate bicycle route, if and only if, it followed the northerly 500 feet of the west boundary of Surfwood Villa, then across the north boundary to Brown Road. The home owners are vehemently opposed to a bicycle route within Surfwood Villa and along any portion of Surfwood Drive. The proposed route around Surfwood Villa can be accommodated by also shifting the bicycle route to Idaho Avenue, then along the north boundary of the Scott School property and along a common lot line to 48th Avenue, then on to Middle Grove School. This route provides somewhat better access for bicyclists from the north, effects a major reduction in the amount of exposure of bicyclists to motor vehicles, and removes all known opposition to the separate route. On the other hand, it increases both the quantity of right-of-way and the number of parce which must be acquired for the project.

There is an open drain ditch in Surfwood Villa along about 600 feet of this path which carries runoff from the north portion of Surfwood Drive through the property to the north. Members of the Board of Directors have indicated that if construction of the bicycle path includes tiling and filling this ditch within Surfwood Villa, right-of-way can be obtained at a "very favorable" cost. The north and west boundaries of Surfwood Villa are protected by a chain link fence. The Association also asks that this fence be relocated to separate the bicycle path from the Surfwood Villa property and the bicycle right-of-way.

(More discussion of the Surfwood Villa segment of the pathway will be found in the Public Hearing Transcript, Appendix V.)

MARION COUNTY BICYCLE QUESTIONNAIRE
Responses to 140 Questionnaires Distributed
To Surfwood Villa Homeowners Association, March 12, 1980

1. Number of Bicyclists:

	Bikes Per Response	No. of Responses
	0	14
	1	1
	2	6
	3 or more	1
TOTALS:	14 Bicycles	22 Responses

2. Average days per month each bicycle is used: 13.9

3. Type of bicycle use:

A.	Ride to School	0
B.	Ride to Work	2
C.	Pleasure or Exercise	7

4. Feelings toward various types of bikepath:

		FAVOR	NEUTRAL	OPPOSE	TOTAL RESPONSE TO INDIVIDUAL QUESTIONS
A.	Between Curbs of Heavily Travelled Roadways.	2%	4%	H, 9%	15%
B.	Within Sidewalk Area on Heavily Travelled Roadways.	6%	1%	H, 8%	15%
C.	Entirely Separate from Heavily Travelled Roadways.	H,9%	1%	4%	14%
D.	Within Traffic Lanes of Residential Streets.	3%	3%	H, 9%	14%
E.	On Sidewalks of Residential Streets.	2%	2%	H, 9%	13%
F.	Instead of Parking Lanes on Residential Streets.	1%	4%	7%	12%
G.	Separate Path Along Edge of Undeveloped Properties.	H,9%	1%	4%	14%
H.	Separate Path Along Rear Lot Line Rights of Way.	H,4%	2%	7%	13%

5. Opinion on statutory requirement to use 1% of Highway funds for bicycle/pedestrian paths. (10% Total Response)

1% is: Too High H, 4% About Right 5% Too Low 1%

Notes:

1. "H" indicates response of the Homeowners' Association by its Board of Directors.
2. All percentages shown summarize separate responses by individual residents of Surfwood Villa. Each questionnaire returned is counted as one response. Some questionnaires were signed by individuals and some by both spouses, but percentages are based on one response per lot, without regard to whether lot is owned by an individual or a couple. Assumption is also made that any lette or questionnaire returned by one individual represents the view of both spouses owning or residing on the given lot.

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

John Green

April 17, 1980

Roger Ballard
2996 Surf Court N.E.
Salem, Oregon 97303

Dear Mr. Ballard:

I would like to thank you for taking the time to fill out and return the County Bicycle Questionnaire. We are tabulating the replies received and will soon recommend that the County Board of Commissioners take further action on the proposed bicycle path, consistent with consensus of responses. I believe the following information will answer your question as to "how we can possibly think of putting in a bike route" during the County's current money problems.

a. With negligible exceptions, funds for Marion County road maintenance and improvement come exclusively from three sources; Federal forest revenues, the State Highway Fund, and Federal Aid project funds. Current Oregon Statutes generally require the County to use Forest funds and State Highway funds only for County roads, paths, and walkways. Oregon law also provides that at least 1% of the State Highway Funds distributed to Marion County each year must be used for construction and maintenance of bicycle facilities.

b. Federal Aid projects are paid for partly from the State Highway Fund (6% by State and 6% by County), but most of the cost of Federal Aid projects comes from Federal gas tax receipts routed through the Federal Highway Trust Fund in Washington, D.C. Federal Aid project funds can be used only for the specific projects for which approved.

c. Historically, Marion County Sheriff's Department costs have been budgeted as a General Fund account using General Fund Revenues such as property taxes. Fiscal year amounts of General Fund expenditures (as well as Road Fund expenditures) and expected sources of funds are established prior to the start of each fiscal year by the Marion County Budget Committee. Procedures followed by this Committee are established by State Law and invite citizen participation in open meetings.

d. The Silverton Road area bicycle route you were asked to comment on is planned to be part of a Federal Aid project to be constructed in about three years. As such, it would involve only limited County money, and would not be affected by, nor affect, the present County financial problems. Federal Aid projects substantially benefit local economies by increasing local wages and retail sales, as well as by providing needed facilities.

Personnel in County Departments of Roads and Public Works certainly share your concerns over reduced police protection and reduction in employment, but we definitely feel that we can best serve the people of Marion County by effectively spending available budgeted road funds to maintain and improve the road system so as to facilitate commerce within the County and to permit emergency vehicles to reach their various destinations when needed. For a number of years, available road funds have been well under identified needs. Also, Road Funds for the current fiscal year were severely curtailed by the County Treasurer withholding about one million dollars to offset investment pool losses, but we are operating as best we can with remaining funds.

There are many people in the County who share your opinion that less bicycle paths are needed, but there are also many areas in the County in which local school officials, or other groups, have asked for assistance in providing safer bicycle and pedestrian routes for children. So long as current Oregon Statutes remain in effect, Marion County must continue to spend about $20,000 per year on bicycle facilities. With this exception, relative priorities of various road improvement and bicycle-pedestrian projects are recommended to the Board of Commissioners and the Budget Committee after considering safety, traffic levels, public demand, and available funds.

As we perceive the moral and legal responsibilities of the Departments of Roads and Public Works, they are to submit proper budgets for approval by the Budget Committee and to properly spend Road Funds within the limits of approved budgets. In discharging these responsibilities, we have no time to enter into the preparation or administration of other Department budgets. We also believe that the other Department Budget responsibilities lie with the Departments involved, the County Budget Committee and Board of Commissioners, and the general public.

If the foregoing information does not answer your question, please feel free to telephone (588-5036).

Very truly yours,

George T. Grove
Acting Director of Public Works

John J. Green
Civil Engineer II

JJG:lk
cc: Board of Commissioners

Attached is a copy of a Surfwood Villa Mobile Home Park letter dated April 18, 1980, protesting a bicycle route within Surfwood Villa which was signed by the following listed 89 residents of Surfwood Villa:

Al Allison
Gary Alt
L. T. Avrell
Virgil F. Baldwin
Mrs. R. J. Balke
Roger & Winnie Ballard
Howard R. Barnwell
Jewell C. Beck
Orvel & Jewell Bethel
Eva G. Beutell
Eloise S. Brown
Marilyn R. Butler
Frances Butts
Andrew A. Carbaugh
Joy I. Coats
Eugene E. Coiro
Mrs. A. J. Crawford
LeRoy M. Crowell
Verna M. Cummings
Ben Davidson
Daun A. Davidson
Thelma P. Deter
Paul & Doris Druse
Zena Evans
Glen Ewert
Leta Ezzell
Max Fletchall
Nadine J. Fifer
Gus Fleming
Elaine Glasgow
Dorothy Graham
V. I. Groves
Dorothy H. Hankins
Mrs. Margarete Harris
Wendell R. Hodge
Laura F. Horsley
Iva L. Jackson
John Janssen
Carl Jarnagin
Ruby R. Johnson
Farlan D. Jolley
Dorothy I. Jones
Jo Ann Kealiher
Vera K. Kelly
Jack Kelley
Donna B. Kerr
Elaine King
Alice L. Korn
Donna J. Kraemer
Dolly A. LaClair
Mrs. Olive O. Laing
Milton J. Larsen
Claire E. Lawyer
Elsie Lee
Mrs. Harry Loomis
Art Mantyla
Richard H. Martin
Frank Meyer
Audell Miller
Kathy Nuss
Mrs. George Omans & Opal Omans
Carol E. Palmer
Rebecca M. Parker
LaVerne H. Peters
E. D. Pollard
Ruby E. Provience
Albert M. Ramas
Donna Raupach
James C. Ready
Velma Reeves
Caroline Roberts
John Rodgers
Roy E. Shaver
Donna Shelly
Nellie L. Sim
Mr. & Mrs. Lowell Sloan
Frances Sparrow
Ruth L. Spurlock
Marie Stinson
Mrs. Minnie Sweek
Kenneth W. Taylor
Iris E. Thomas
Matt T. Van Hatten
John Verne
William J. Vincent
LaVerne Williams
Mrs. M. Wirfs
Edythe Wolfe
Louise Zabel

(No responsibility is assumed for translation of illegible signatures.)

Surfwood Villa Mobile Home Park
3054 Surfwood Drive N.E.
Salem, Oregon 97303
April 18, 1980

John A. Anderson
Director of Public Works
Suite 300, Senator Building
220 High Street NE
Salem, Oregon, 97301

Dear Sir:

Organizational plans for the Surfwood Villa Mobile Home Park filed with Marion County designated the park to be an adult Village. Since our fence was installed across the back and part of the way down the sides of the park, we have had less trouble with trespassers but it has been necessary for the owners to be on the alert to prevent destruction to the common grounds and fence which each member of the park owns collectively. Therefore it is requested that neither of the two proposed bicycle paths as shown on the map regarding the Surfwood Villa Mobile Home Park be considered or developed.

Proposal number one would utilize an access strip of ground which has been left so that designated utility companies and park equipment can maintain that portion of the common ground.

After studying the map it is suggested that the bicycle path be located on Lancaster Drive to Silverton Road and then to Brown Road. There are paths in this area and a patrol for assisting children to cross Silverton Road on their way to the Scott School. The bicycle path could continue to the Middle Grove School without the purchase of more private property.

Hollywood Avenue is also a good alternate route which would be a good link for the planned north-south routes. Permits for the new housing development which is to be located west of the Surfwood Villa Park will open on Hollywood Avenue.

Member of:
Surfwood Villa Mobile Home Park

[illegible]

89/140?

64%

EXHIBIT "F"

SUMMARY OF RANDOM AREA RESPONSES

1. Number of bicyclists in Household:

	Bikes per Household	Households	Number of Bikes
	0	0	0
	1	2	2
	2	2	4
	3 or more	1	4
TOTALS		5	14

2. Average days per month each cyclist uses bike 9.6 .

3. Type of cycling:
A. Ride to School 2
B. Ride to Work 6
C. Ride for Pleasure or exercise 22

4. Feeling Toward Various Types of Bikepaths:

	Percent of Respondents who:			TOTAL RESPONSE TO INDIVIDUAL QUESTION
	FAVOR	NEUTRAL	OPPOSE	
A. Between Curbs on Heavily Travelled Roadways.	40%	40%	20%	100%
B. Within Sidewalk Area on Heavily Travelled Roadways.	20%	40%	40%	100%
C. Entirely Separate from Heavily Travelled Roadways.	80%	-	20%	100%
D. Within Traffic Lanes of Residential Streets.	20%	40%	40%	100%
E. On Sidewalks of Residential Streets.	20%	-	80%	100%
F. Instead of Parking Lanes on Residential Streets.	-	20%	80%	100%
G. Separate Path Located Along Edge of Undeveloped Properties.	20%	40%	40%	100%
H. Separate Paths in Public Right of Way Obtained Along Rear Lot Lines in Developed Areas.	20%	20%	60%	100%

5. The 1% of Highway funds required by statute to be used for construction and maintenance of bicycle and pedestrian paths is:
Too High 0% About Right 40% Too Low 20% TOTAL: 60%

Above represents 5 responses (20%) from an area picked at random in a different location from the proposed separate bikepath.

EXHIBIT "G"

MARION COUNTY BICYCLE QUESTIONNAIRE SUMMARY
(Grand Total of Replies to Questionnaire)

1. Number of biyclists in household:

Bike per Household	Number of Responses	Total Bikes
0	19	0
1	9	9
2	12	24
3 or more	2	8
TOTALS	42	41

2. Average days per month each cyclist uses bike 6.9 .

3. Type of cycling:

A.	Ride to School	2
B.	Ride to Work	6
C.	Ride for Pleasure or Exercise	22

4. Feeling Toward Various Types of Bikepaths:

	Percent of Respondents who:			TOTAL RESPONSE TO INDIVIDUAL QUESTION
	FAVOR	NEUTRAL	OPPOSE	
A. Between Curbs on Heavily Travelled Roadways.	15%	23%	52%	90%
B. Within Sidewalk Area on Heavily Travelled Roadways.	38%	15%	35%	88%
C. Entirely Separate from Heavily Travelled Roadways.	50%	15%	23%	88%
D. Within Traffic Lanes of Residential Streets.	15%	23%	48%	85%
E. On Sidewalks of Residential Streets.	21%	14%	48%	83%
F. Instead of Parking Lanes on Residential Streets.	8%	27%	45%	80%
G. Separate Path Located Along Edge of Undeveloped Properties.	57%	10%	23%	90%
H. Separate Paths in Public Right of Way Obtained Along Rear Lot Lines in Developed Areas.	30%	15%	40%	85%

5. The 1% of Highway funds required by statute to be used for construction and maintenance of bicycle and pedestrian paths is:

Too High 18%   About Right 33%   Too Low 12%   TOTAL: 63%

EXHIBIT H

BICYCLE ACCIDENT HISTORY

There were 15 reported bicycle accidents in Marion County during 1979. Trends and types of accidents are indicated by the following statistics, although it appears that the number of accidents is insufficient to reach any significant conclusions.

Accident Will Occur On:

A clear dry day	93%
A cloudy dry day	7%
	100%

At An Intersection	47%
At An Alley	33%
On Straight Roadway	20%
	100%

Bicyclist will be injured	93%
Bicycle Damage Only	7%
	100%

Auto Driver or Passenger Injury	0%
Motorcyclist will be injured	13%
Motor vehicle damage	87%
	100%

Other Vehicle Will Be:

Private Passenger Vehicle	73%
Private Motorcycle	20%
Private Truck	7%
	100%

Accident will occur:

Daylight hours	80%
Dusk	13%
Dark	7%
	100%

During AM hours	13%
4 PM	13%
5 PM	33%
6 PM	13%
7 PM	13%
8 PM	7%
Midnight	7%
	99%

Sunday, Monday	0%
Tuesday	33%
Wednesday	13%
Thursday	7%
Friday	27%
Saturday	20%
	100%

January - March, December	0%
April	7%
May	13%
June	20%
July	27%
August	7%
September	7%
October	7%
November	13%
	101%

Fault:

Bicycle Improperly Lighted	7%
Bicycle Failed to Stop at Sign or Signal or to Yield Right-of-Way	27%
Bicycle Improperly Changed Lanes	13%
Motor Vehicle - Turning and Fail to Yield	20%
Motor Vehicle - on Straight Path Fail to Yield	7%
Motor Vehicle - Turning Improperly	13%
Motor Vehicle - Ran Stop Sign	7%
Motor Vehicle - Improper Passing	7%
	100%

Bicyclist Age:

Unrecorded		33%
7		7%
10		7%
13		7%
14		13%
15		13%
19		7%
22		7%
27	(Average Age = 15.6)	7%
		101%

Bicyclist Sex:

M	73%
F	27%
	100%

There is no single outstanding cause of bicycle accidents, but it is noted that none of the reported accidents occurred on sidewalks.

On the basis of limited accident experience during 1979, the typical bicycle accident in Marion County will involve a 15 year old male cyclist and a private passenger automobile, will be caused by failure of one driver to yield right-of-way, and will result in injury to the cyclist but not the motor vehicle driver. There is slightly greater chance that the bicyclist, instead of the motorist, will be at fault. This accident will occur at 5 PM on a Tuesday in July on a clear dry day at an intersection, and turning movement(s) will be involved.

Because of rounding to nearest percent, not all totals are 100%.

BICYCLE PATH HEARING

APPENDIX V

Review of the separate bicycle path proposal in July, 1980, brought out that there was a potential problem with its location in the Surfwood Villa area and that no public hearing had been held specifically on the separate bicycle route. It was then decided that additional publicity would be given to the bicycle route and that a public hearing would be held on August 27, 1980, to assist in a final review of the project by the County Board of Commissioners. Public Notices of the hearing were published (attached) on August 13 and 24, 1980, and this local newspaper also publicized the hearing in its public meetings notices and a short news article.

The hearing was held on August 27, 1980. Details are included in the attached transcript. Testimony included a summary of the project for the record, and a statement by Surfwood Villa Homeowners' Association representatives in support of the biycle route along the boundary of the Villa, together with statements of opposition to the route along Surfwood Drive and through Surfwood Villa property. Testimony at the hearing covered only this question.

Written notices to property owners, newspaper publicity, and the public hearing have not elicited any serious opposition to the separate bicycle path in its presently proposed location north of Surfwood Villa. It therefore appears feasible to proceed with plans to construct the path as shown on Exhibit A, Appendix I.

SALEM AREA TRANSPORTATION STUDY

400 Senator Bldg., 220 High N.E. Salem, Oregon 97301 (503) 588-6250

COORDINATING COMMITTEE

RECEIVED
MAY 13 1980
MARION COUNTY ENGINEER

MEMORANDUM

TO: Marion County Board of Commissioners

FROM: Connell Dyer, Chairman
SATS Coordinating Committee

Connell Dyer

SUBJECT: Federal Aid Urban Project Silverton Road

DATE: May 12, 1980

The Coordinating Committee received your letter and asked for review by our Technical Advisory and Bicycle Advisory Committees. The Coordinating Committee recently reviewed the recommendation from these two subcommittees and concurs in their findings that a separated bikeway be recommended for construction.

The general Silverton Road widening from Lancaster to Lardon Road has gone through the transportation planning process, and is included in the TIP. Now the EIS and public hearing process has identified bicycle facilities as a special concern. We concur with Marion County that the separate parallel facility is a viable alternative to on-street bikeways. The separate bikeway will serve the needs of the local bicyclist, Middle Grove and Scott Schools bicyclists and provide a facility for the commuter bicyclist.

Some additional planning may be required to design a logical future extension of the bikeway where it terminates at Lancaster Drive. Also, the bikeway should be constructed at the same time Silverton Road is widened.

MEADOWS/cah
Attachments

cc C. O. Fredrickson
John Green ✓

([illegible])

Note: The Coordinating Committee reviewed but took no position on the recommendation to have a 16 foot outside lane on Silverton Road to allow shared use by bicycles.

- PARTICIPATING AGENCIES -
City of Salem - Marion County - Polk County - Mid-Willamette Valley Council of Governments - School District No. 24-J
Mid-Willamette Valley Regional Parks Agency - Oregon State Department of Transportation - Federal Highway Administration

Appendix II

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6883
TELEPHONE

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 31, 1980

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Lancaster Drive-Lardon Road
Silverton Road FAU 1720
Marion County

REGION 2 ENGINEER
RECEIVED
☐ RLE FEB 1 1980 ☐ RBE
[✓ RE] ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Herewith a copy of the study report on subject section.

Please review the report and return it to me with any revisions or additions you may have.

As this is a county project, perhaps you should discuss the report with them for their concurrance with our ideas.

DB:ge

Attach.

cc: W. Hackleman

LANCASTER DRIVE - LARDON ROAD SECTION
SILVERTON ROAD FAU 1720
MARION COUNTY

RECOMMENDATION

The Oregon State Highway Division, after consideration of the public hearing testimony, draft environmental statement, tentative project schedule and current standards, recommends that improvement of Silverton Road be advanced to completion with the following typical section: a 14-foot median for turn movements, 11-foot inside lanes, 16-foot outside lanes, 5-foot sidewalks (including curb) and 1-foot strip outside the walk all within an 80-foot right-of-way.

The Highway Division further recommends that Marion County proceed with plans for a separate bikepath southerly of and somewhat parallel to Silverton Road if said plans do not hinder an orderly progression of the roadway improvement.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

File

RECEIVED
FEB 1 1980
MARION COUNTY ENGINEER

January 30, 1980

John Anderson
Director of Public Works
300 Senator Bldg.
220 High St. N.E.
Salem, Or 97301

Dear Mr. Anderson:

Attached is a copy of correspondence received from G. L. Green, Division Administrator, FHWA.

Your request to proceed with the project, including the separated bikepath, has been submitted through channels.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
Region 2 Engineer

POS/mdd

Attch.

cc: H. S. Coulter

Copies, with FHWA memo
furnished 2/5/80 to:
Board of Commissioners
Hal Brauner
Russ Nelson
Randy Curtis
Jerry Connor
Forrest Jones.

Appendix III

DEPARTMENT OF [illegible]
FEDERAL HIGHWAY ADMINISTRATION

UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-17 (1)
Silverton Road
Lancaster Drive to Lardon Road
Bikeway Facilities

Date: January 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
H. S. COULTER

Attached is a December 26, 1979 memorandum from the Marion County Board of Commissioners concerning bicyclist accommodations on subject project.

I certainly agree with the concept of a separate parallel bicycle facility provided the bikeway is appropriately located to make available the same or superior service as the on-street bike lanes. I will fully support the County's efforts in this change provided the independent bikeway is included as part of subject project and constructed in conjunction with the planned roadway improvement.

It should be noted, however, that regardless of what type of parallel bicycle route is provided some bicycling will still occur on Silverton Road. Access to businesses and residences along Silverton Road will be desired and an increasing number of commuting bicyclists will still prefer the more direct route offered on Silverton Road. Therefore, every effort should be made to provide for this use in the safest possible manner.

Manhole covers, drain grates, or other similar hazards should not be placed in the outside lane adjacent to the curb. Curb inlet drains as recommended in the Bikeway Design Standards of the Salem Area Bicycle Plan should be used in place of open grates. Also placement of mail boxes off the main roadway or in groupings at widened turnouts should be pursued.

✓ Please advise the County of the above.

G. L. Green

Attachment

cc: (w/attach)
OSHD (E S Hunter)
OSHD (D E Shaffer)
Copies Furnished:
Board of Commissioners

REGION 2 ENGINEER
RECEIVED
JAN 28 1980

RECEIVED
STATE HWY ENGR
JAN 11 '80
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Marion Sp

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

April 24, 1980

NOTED
E. S. HUNTER

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: FAU Project, Windsor Island Road - N. River Road Section - Olson Avenue.

Dear Phil:

Reference is made to your telephone report of April 24, 1980, which verified that the current estimate for construction of Olson Avenue is $1,615,000.

The magnitude of this estimate, together with reported limitations on availability of Federal Aid Urban funds, indicates that proceeding with this project could compromise the following higher priority projects (listed in order of County priority).

ROADWAY	SECTION
Lockhaven Drive	McLeod Lane - OERR
N. River Road	Stark St. - Chemawa Road
Silverton Road	Lancaster Drive - Lardon Road

It is therefore requested that OSHD suspend further action on this project until significant progress is made on other projects listed above and until it is apparent that Federal Aid funds will be made available for the Olson Avenue project.

Very truly yours,

George T. Grove
Acting Director of Public Works

John J Green
John J. Green
Federal Aid Coordinator

RECEIVED
TECHNICAL SERVICES
APR 29 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JJG:lk

cc: Board of Commissioners
Bill Kappus
Ed Hunter ✓
Byron Meadows
Files

10,047

~~TRA~~ 16-1 CON 21-8t
Marion Sp.

STATE OF OREGON

INTERоFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: Walter J. Hart
Bridge Engineer

DATE: April 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Lancaster Drive NE-Lardon NE Section
Silverton Road - Marion County
Proposed Illumination

NOTED
E. S. HUNTER

Silverton Road is a part of the Urban System network under the jurisdiction and control of Marion County.

On April 3, 1980, we had a meeting with George T. Grove and John Green of Marion County regarding lighting on Silverton Road. They requested that illumination be installed as part of this project, at all intersections with crosswalks, to provide for pedestrian safety. At the intersections of 45th Avenue and Cordon Road with Silverton Road, traffic signals will be installed and illumination will be included.

Also requested was to design the illumination using steel poles with high-pressure sodium lamps.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:jrb

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES

APR 1 '80

REFER TO

FO

Info	Inves	R/D	[illegible]	Sign	Act	File

10, 47

Con 21-8
Marion
Sp

CON 8

February 26, 1980

Mr. Richard L. Moffitt, Chairman
Advisory Committee on Bicycles
1150 Mohawk Boulevard
Springfield, OR   97477

Dear Mr. Moffitt:

Lancaster Drive-Lardon Road Section
Silverton Road
Marion County

Thank you for your letter concerning the provisions for bicycles on the proposed Silverton Road project.

The study report we are submitting to Marion County concerning this project recommends a 14-foot left-turn median, 11-foot inside lanes, 16-foot outside lanes, 5-foot sidewalks and 1-foot utility strips. The 16-foot outside lanes are intended for shared use by motor vehicles and bicycles.

If it appears desirable in the future, a solid white line can be added four feet from the face of the curb to delineate a space for bicycle travel.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

DES:ge jh
bc: Donald Shaffer

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ADVISORY COMMITTEE ON
BICYCLES

RICHARD MOFFITT, Chairman
1150 Mohawk Boulevard
Springfield, OR 97477

RICHARD HOFLAND, Vice Chairman
Bureau of Planning
City of Portland
424 SW Main Street
Portland, OR 97204

RUTH BASCOM
2114 University Street
Eugene, OR 97403

ROBERT CLARK
Carson Schwinn
564 NE Greenwood
Bend, OR 97701

RICHARD P. CRAMER
1350 NW Spring Street
Corvallis, OR 97330

GLENN GREGG
Lewis & Clark College
0615 SW Palatine Hill Road
Portland, OR 97219

DON STATHOS
2770 Biddle Road
Medford, OR 97501

23 January 1980

Mr. H.S. Coulter
State Highway Engineer
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter;

At our recent Bicycle Advisory Committee meeting we discussed the proposed Silverton Road project. Two of us including myself, also toured the area. It is indeed a difficult corridor.

The committee recommendations, after several hours of discussion are as follows:

On the street, between the curb bike lanes, should be provided on Silverton Road with a minimum width of 4 feet and a fog line of 8 inches.

The alternative proposal of an independent 8 foot wide bikeway to the south could be a valuable addition to Salem's bikeway plan but it must not be considered a substitute for the on-street facility on Silverton Road.

The following findings support the decisions:

1. Well designed on-street facilities which place bicyclists in clear view of motorists and have proved safe in other cities. (See "Evaluation of Eugene's Bikeway").

2. Bicyclists will use Silverton Road regardless of facilities provided elsewhere because of the destination points on or near the road itself.

3. Twelve foot center turn lane and 11 foot travel lanes are being used in similar locations in other cities (see enclosures).

4. Early bikeway construction in Salem, such as the West Salem bikeway, concentrated exclusively on independent facilities, ignoring available and safe shoulders. The latter being more cost effective.

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STATE HWY ENGR
FEB 8'80
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FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

R

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ADVISORY COMMITTEE ON BICYCLES

RICHARD MOFFITT, Chairman
1150 Mohawk Boulevard
Springfield, OR 97477

RICHARD HOFLAND, Vice Chairman
Bureau of Planning
City of Portland
424 SW Main Street
Portland, OR 97204

RUTH BASCOM
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Eugene, OR 97403

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2770 Biddle Road
Medford, OR 97501

In Reply Refer to
File No.:

5. The absence of on-street bikeways in Salem has prevented acceptance of this design. Until bicycles are accommodated on some Salem arterials or collector streets, bike use will not increase in this area.

We see the Silverton Road project as critical to gaining needed acceptance for, and experience with on-street bikeways in Salem.

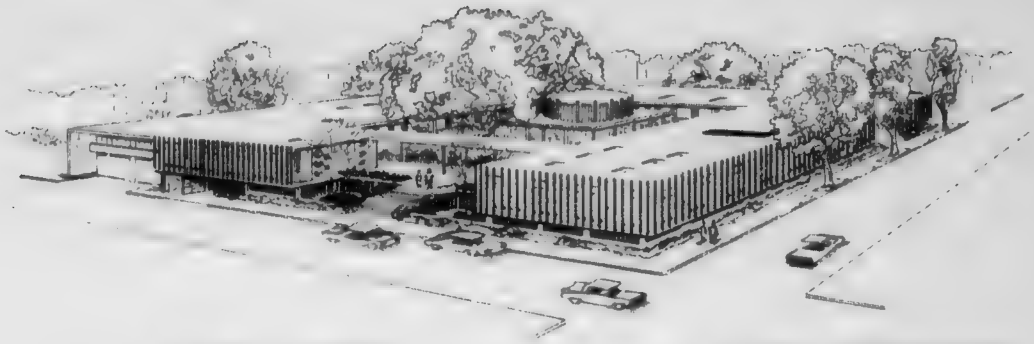
Thank you for your consideration of this letter.

Sincerely,

Richard L. Moffitt
Richard L. Moffitt, Chairman
Advisory Committee on Bicycles

RLM/cl
enc

CITY
OF
EUGENE

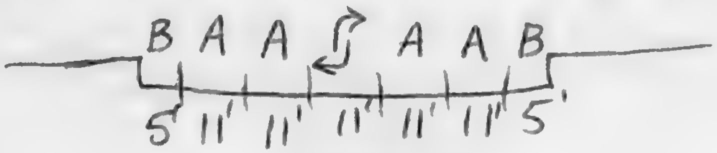


DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

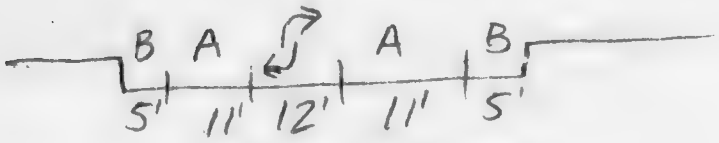
Richard L. Moffitt
1150 Mohawk Blvd.
Springfield, OR 97477

Dear Dick,

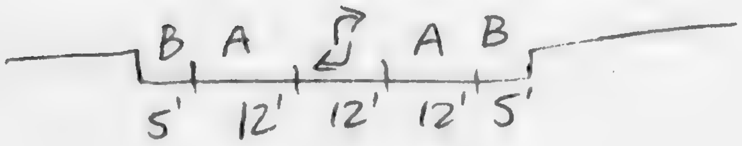
Below are cross-sections of some of our wider streets:


B A A A A B
5' 11' 11' 11' 11' 11' 5'

Coburg Rd
66' wide


B A A B
5' 11' 12' 11' 5'

Bailey Hill Road
44'wide


B A A B
5' 12' 12' 12' 5'

Barger Road
46' wide

Sincerely,

Diane

Diane Bishop
Bicycle Coordinator

10,047

CON 21-8
Marion Sp.

AGR

STATE OF OREGON

INTEROFFICE MEMO

Highway Division
DEPT
TELEPHONE

TO: Jim Dixon
Region 2 R/W Supervisor

DATE: February 22, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Agreement #149
Lancaster Drive-Lardon Road
Silverton Road
Marion County

MISC. CONTRACTS and
AGREEMENTS No. 5614

Herewith an original and a copy of the subject agreement.

Will the project be programmed?

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Finance, Attn: Kinns, w/c
Appraisal

[illegible] Boyd
2/15/80
[illegible]

10,047

TRA 7-5 N
Marion

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: Hank Wakerlig
Right-of-Way Descriptions Engineer

DATE: February 21, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Lancaster Drive-Cordon Route Section
Silverton Road (FAU 1720)
Marion County

___ Versteeg
___ Anderson
1 Christensen DOC
___ Olson
___ Sullivan
___ Terpin
___ Trout
2 Wakerlig Wl

RECEIVED
FEB 21 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

Easements for permanent signing will be required at the following locations on the subject project:

Station	Sign
2+50 Rt.	Two-Way Left Turn Only
3+00 Lt.	Signal Ahead
3+95 Rt.	Route Shield
13+00 Lt.	Two-Way Left Turn Only
18+50 Rt.	Two-Way Left Turn Only
24+75 Lt.	Two-Way Left Turn Only
27+00 Rt.	School Advance
29+50 Lt.	Speed 40
29+50 Rt.	School Speed 20
32+75 Lt.	School Crossing
34+00 Rt.	Two-Way Left Turn Only
35+60 Lt.	School Speed 20
37+00 Rt.	Speed 40
42+00 Rt.	School Advance
42+25 Lt.	Two-Way Left Turn Only
44+00 Lt.	Speed 40
45+00 Rt.	School Speed 20
48+50 Rt.	Two-Way Left Turn Only
49+00 Lt.	School Speed 20
50+50 Lt.	Speed 40
50+50 Rt.	Speed 45
53+00 Lt.	School Advance
59+00 Rt.	Signal Ahead
61+00 Lt.	Two-Way Left Turn Only

REFERRED TO
2 Board WGB Staudenmeyer
Cole Semple
1 Eriksen F.E. Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Each location will need an easement 10 feet in length, five feet ahead and five feet back of the stations noted above. Each easement must extend four feet back of the sidewalk.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:jrb
cc: C. O. Fredrickson
R. Kuehn
D. O. Christensen ✓
R. Gettis

15 047

STATE OF OREGON

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 31, 1980

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Lancaster Drive-Lardon Road
Silverton Road FAU 1720
Marion County

REGION 2 ENGINEER
RECEIVED
FEB 1 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Herewith a copy of the study report on subject section.

Please review the report and return it to me with any revisions or additions you may have.

As this is a county project, perhaps you should discuss the report with them for their concurrance with our ideas.

DB:ge

Attach.

cc: W. Hackleman

LANCASTER DRIVE - LARDON ROAD SECTION
SILVERTON ROAD FAU 1720
MARION COUNTY

RECOMMENDATION

The Oregon State Highway Division, after consideration of the public hearing testimony, draft environmental statement, tentative project schedule and current standards, recommends that improvement of Silverton Road be advanced to completion with the following typical section: a 14-foot median for turn movements, 11-foot inside lanes, 16-foot outside lanes, 5-foot sidewalks (including curb) and 1-foot strip outside the walk all within an 80-foot right-of-way.

The Highway Division further recommends that Marion County proceed with plans for a separate bikepath southerly of and somewhat parallel to Silverton Road if said plans do not hinder an orderly progression of the roadway improvement.

10,047 -

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

January 23, 1980

Don Shaffer, P.E., P.L.S.
Bicycle Route Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Shaffer:

Thank you for your letter of January 17, 1980, forwarding recommendations of the Governor's Advisory Committee on Bicycles for the Lancaster Drive-Lardon Road Section of Silverton Road. Attached you will find a copy of the December 26, 1979, letter by which the Marion County Board of Commissioners requested the Oregon State Highway Division to proceed with the Silverton Road project to include a separate, generally-parallel bicycle route.

The Board of Commissioner's decisions on proceeding with the project are based on a preponderence of sentiments expressed at a hearing considered to be attended by a representative cross-section of the interested public. These decisions will result in a project that includes the most usable facilities at the lowest overall cost. The separate bicycle path will be the feature of the finished project that is most appreciated by the neighborhood; while a relatively bicycle-free roadway will be a definite asset to motorists travelling through the area.

I am also attaching an excerpt from the Oregon Revised Statutes (366.514) which you may wish to call to the attention of the Governor's Advisory Committee on Bicycles.

Any assistance you can provide in moving this project on toward construction will be very much appreciated.

Very truly yours,

John A. Anderson
Director of Public Works

John J. Green, P.E.
Federal Aid Coordinator

NOTED
D. E. SHAFFER

JJG:fb

attachments
c.c. Governor Atiyeh
Glen Green FHWA
Harry Carson, Jr.
Randall Franke
Pat McCarthy
Fred Klaboe
Ed Hunter
Don Harwell
Phil Stearns

RECEIVED
JAN 24 1980
LOCATION
SECTION

(d) Moneys and revenues derived from or made available by the Federal Government for road construction, maintenance or betterment purposes.

(e) All moneys and revenues received from all other sources which by law are allocated or dedicated for highway purposes.

(2) The highway fund shall be deemed and held as a trust fund and may be used only for the purposes authorized by law and hereby is continually appropriated for such purposes.

(3) All interest earnings on any of the funds designated in subsection (1) of this section shall be placed to the credit of the highway fund.
[Amended by 1953 c.125 §5]

366.510 Turning over highway funds to State Treasurer. All state officials charged with the collection of highway funds shall, upon the first of each month after collection, unless a different time is otherwise provided, turn the same over to the State Treasurer, who shall enter such revenues in the account of the highway fund.
[Amended by 1967 c.454 §106]

366.512 Special account for camper and trailer registration fees; limit on use of account. (1) All registration fees received by the Motor Vehicles Division for campers, mobile homes, motor homes and travel trailers shall be processed, and then transferred to the State Highway Fund, as provided in ORS 481.950.

(2) After transfer to the State Highway Fund the money shall be placed in a separate account in such fund, shall be accounted for separately and shall be stated separately in the Highway Division's biennial budget. Such money shall not be subject to the appropriations provided for in ORS 366.525 to 366.540 and 366.785 to 366.820, but shall be used by the Highway Division for the acquisition, development, maintenance, care and use of park and recreation sites.
[1969 c.605 §46]

Note: Sections 9 and 10, chapter 864, Oregon Laws 1977, provide:

Sec. 9. Sections 2a, 3, 4 and 6 of this Act and the amendments to ORS 366.514, 181.040 and 181.175 by sections 5, 7 and 8 of this Act do not take effect unless chapter 792, Oregon Laws 1977 (Enrolled House Bill 2140), becomes law. If chapter 792, Oregon Laws 1977 (Enrolled House Bill 2140) does become law, sections 2a, 3, 4, 6 and 10 of this Act and the amendments to ORS 366.514, 181.040 and 181.175 by sections 5, 7 and 8 of this Act take effect on July 1, 1979.

Sec. 10. ORS 366.512 is repealed.

Note: Chapter 792, Oregon Laws 1977, will be submitted to the people for approval on May 23, 1978.

366.514 Use of highway fund for footpaths and bicycle trails. (1) Out of the funds received by the department or by any county or city from the State Highway Fund reasonable amounts shall be expended as necessary for the establishment of footpaths and bicycle trails. Footpaths and bicycle trails shall be established wherever a highway, road or street is being constructed, reconstructed or relocated. Funds received from the State Highway Fund may also be expended to maintain such footpaths and trails and to establish footpaths and trails along other highways, roads and streets and in parks and recreation areas.

(2) Footpaths and trails are not required to be established under subsection (1) of this section:

(a) Where the establishment of such paths and trails would be contrary to public safety;

(b) If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use; or

(c) Where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.

(3) The amount expended by the department or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However:

(a) This subsection does not apply to a city in any year in which the one percent equals $250 or less, or to a county in any year in which the one percent equals $1,500 or less.

(b) A city or county in lieu of expending the funds each year may credit the funds to a financial reserve or special fund in accordance with ORS 280.100, to be held for not more than 10 years, and to be expended for the purposes required or permitted by this section.

(4) For the purposes of this chapter, the establishment of paths and trails and the expenditure of funds as authorized by this section are for highway, road and street purposes. The department shall, when requested, provide technical assistance and advice to cities and counties in carrying out the purpose of this section. The division shall recommend construction standards for footpaths and bicycle trails. The division shall, in the manner prescribed for marking highways under ORS 487.850, provide a uniform system

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

LOC 3

January 17, 1980

Mr. John Green, Civil Engineer
Marion County Department of Public Works
County Courthouse
Salem, OR 97301

RECEIVED
JAN 21 1980
MARION COUNTY ENGINEER

Dear Mr. Green:

Proposed Bicycle Facilities
Lancaster Drive-Lardon Road Section
Silverton Road

The various proposals for accommodating bicycle traffic on the subject project were discussed with the Governor's Advisory Committee on Bicycles at their regular meeting in Salem on Friday, January 11, 1980.

As a result of that discussion, it was resolved by the committee that I transmit to you their recommendations for this project as follows:

> "It is the recommendation of the Oregon Advisory Committee on Bicycles that in order to comply with the State statutes, a bicycle lane is to be provided on the street between the curbs on Silverton Road. The Committee recommends a minimum bike lane on each side of four feet in width. This lane is to be designated by an eight-inch wide fog line."

I was also asked to tell you that "...While the construction of a nearby independent facility serving schools may also be desirable, it cannot be considered a substitute for on-street space on Silverton Road..."

Very truly yours,

Donald E. Shaffer

DES:ja

Donald E. Shaffer, P.E., P.L.S.
Bicycle Route Engineer

cc Glen L. Green - FHWA
Marion County Commissioners
Harry Carson, Jr.
Randall Franke
Pat McCarthy
Advisory Committee on Bicycles

Form 81-731-0027 (9-77)

10,047

CON 21-8
Marion
Sp

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-1720(1)
Silverton Road
Lancaster Drive to Lardon Road
Bikeway Facilities

Date: January 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
H. S. COULTER

Attached is a December 26, 1979 memorandum from the Marion County Board of Commissioners concerning bicyclist accommodations on subject project.

I certainly agree with the concept of a separate parallel bicycle facility provided the bikeway is appropriately located to make available the same or superior service as the on-street bike lanes. I will fully support the County's efforts in this change provided the independent bikeway is included as part of subject project and constructed in conjunction with the planned roadway improvement.

It should be noted, however, that regardless of what type of parallel bicycle route is provided some bicycling will still occur on Silverton Road. Access to businesses and residences along Silverton Road will be desired and an increasing number of commuting bicyclists will still prefer the more direct route offered on Silverton Road. Therefore, every effort should be made to provide for this use in the safest possible manner.

Manhole covers, drain grates, or other similar hazards should not be placed in the outside lane adjacent to the curb. Curb inlet drains as recommended in the Bikeway Design Standards of the Salem Area Bicycle Plan should be used in place of open grates. Also placement of mail boxes off the main roadway or in groupings at widened turnouts should be pursued.

✓ Please advise the County of the above.

G. L. Green

Attachment

cc: (w/attach)
OSHD (E S Hunter)
OSHD (D E Shaffer)

RECEIVED
STATE HWY ENG.
JAN 14 '80

REFER TO
Fredrickson

FOR

Info	Inves	R/D	D/R	Sign.	Act	File
					X	

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Randall Franke
Pat McCarthy

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

December 26, 1979

Mr. Glen L. Green, Division Administrator
Federal Highway Administration
The Equitable Center/Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

Reference is made to your Memorandum of October 30, 1979, requesting a new alternative typical section be included at the public hearing for Oregon Project M-1720 (1) Silverton Road - Lancaster Drive to Lardon Road.

At the request of an OSHD representative, a meeting was held November 8, 1979, to discuss the new alternative. This meeting was attended by representatives of FHWA, OSHD, Council of Governments, City of Salem, and Marion County. State and Federal representatives concurred in the presentation at the hearing of a modified typical section differing from the FHWA proposal by decreasing the median lane width to 12-feet and increasing both sidewalk and bike lane widths from 4-feet to 5-feet. This proposal was presented at the hearing and generated a considerable amount of discussion. It was supported by testimony of representative of the Bicycle Advisory Committee (who represented FHWA in the November 8 meeting) and by a Local School Advisory Committee, acting upon a recommendation by the Bicycle Advisory Committee. This testimony was not enthusiastically received by those present.

Various other provisions for bicyclists were proposed at the hearing, no two of which were the same. One proposal for a separate parallel bicycle route (and against on-street bike lanes) was exceptionally well received by those attending the hearing. It is also considered that the hearing clearly established that a majority of County residents is opposed to inclusion of bicycle lanes between the curbs of any roadway with traffic volumes similar to those existing on Silverton Road.

The proposal for the separate bicycle route which is shown on the attached plan dated November 20, 1979, has considerable merit. Other things being equal, it appears to offer much safer and more desirable facilities at a comparable, or lower, cost than on-street bike lanes. This route is part of a system which will provide convenient bicycle access to two elementary schools, a high school, a community college, and a neighborhood park, as well as improved access between the Silverton Road-Hayesville area and City bicycle routes to downtown Salem.

TO: Mr. Glen L. Green, Division Administrator
Federal Highway Administration
FROM: Harry Carson, Jr., Chairman
Marion County Board of Commissioners
December 26, 1979
Page 2

The County is requesting OSHD to proceed with the Federal Aid Urban project with this separate bicycle route included as part of the project, in lieu of on-street bike lanes. It would be very much appreciated if you would support this proposal through project approvals and would keep the County advised of any project modifications and/or approvals involving this plan.

Your comments or suggestions on implementing this plan are solicited. If you wish more detail or other data, County representatives are available at any time.

Marion County, by and through its Board
of Commissioners

Harry Carson Jr.
Chairman

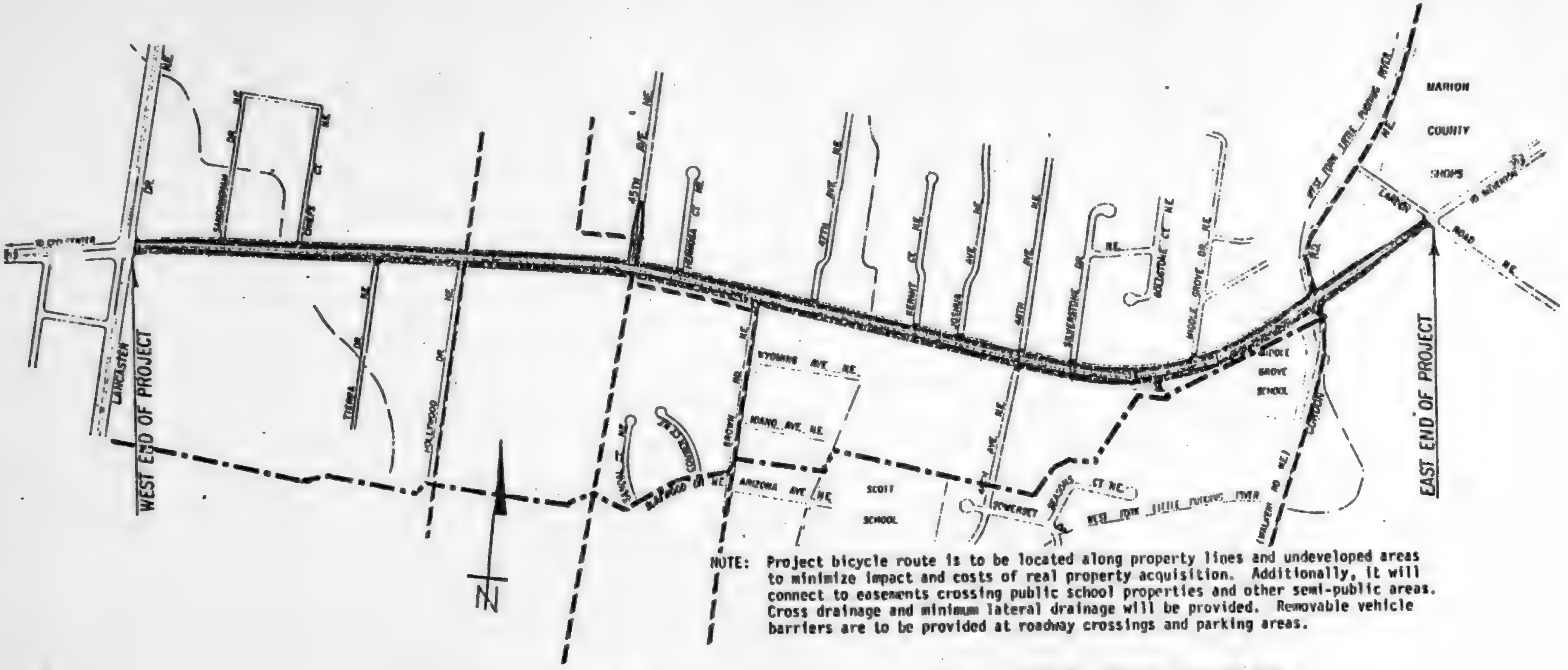
Randall Franke
Commissioner

Pat McCarthy
Commissioner

JJG:lk

cc: Al Ullman
Fred Klaboe, ODOT
Ed Hunter, OSHD
Connell Dyer, SATS-CC
John A. Anderson
Dick Knowles
Russ Nebon

Attachment


TO CITY CENTER
LANCASTER DR NE
WEST END OF PROJECT
CHIEFS CT NE
TIERRA DR NE
HOLLYWOOD DR NE
N
45TH AVE NE
CT NE
BROWN RD NE
WYOMING AVE NE
IDAHO AVE NE
ARIZONA AVE NE
SCOTT SCHOOL
47TH AVE NE
KERMIT CT NE
JOSHUA AVE NE
48TH AVE NE
AVE NE
SILVERSTONE DR NE
SOMERSET
SEASONS CT NE
WEST FORK LITTLE PUDDING RIVER
MIDDLE GROVE DR NE
MIDDLE GROVE SCHOOL
(WALKER RD NE)
LARDON RD NE
MARION COUNTY SHOPS
TO SILVERTON
ROAD NE
EAST END OF PROJECT

NOTE: Project bicycle route is to be located along property lines and undeveloped areas to minimize impact and costs of real property acquisition. Additionally, it will connect to easements crossing public school properties and other semi-public areas. Cross drainage and minimum lateral drainage will be provided. Removable vehicle barriers are to be provided at roadway crossings and parking areas.

LEGEND

- ▬ NEW CONSTRUCTION
- — LEFT TURN MEDIAN
- ▭ SIDEWALK
- -·-·- Project Bicycle Path
- -·—·- Connecting Bicycle Paths (Planned or Existing)

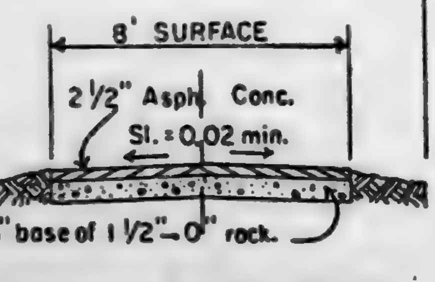
CORRIDOR-DESIGN HEARING MAP

LANCASTER DRIVE - LARDON ROAD

SILVERTON ROAD FAU1720

MARION COUNTY

11/20/79


12' RIGHT-OF-WAY
8' SURFACE
2 1/2" Asph. Conc.
Sl. = 0.02 min.
6" base of 1 1/2"-0" rock.

PROPOSED BIKEWAY SECTION

10,047

October 30, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Oregon Project M-1720(1)
Silverton Road-Lancaster Drive
to Lardon Road
Your File HRP.1-OR/

We agree with your observations that on-street bike lanes are preferable to sidewalk bikeways.

I have discussed this project with L. E. George, Traffic Engineer, and Donald E. Shaffer, Bicycle Route Engineer. We would prefer reducing the turning lane width to 12 feet and increasing the width of the bicycle lanes to five feet. We believe a four-foot bike lane adjacent to a curb is too narrow under relatively high traffic volumes.

Marion County is conducting the hearing and the Oregon Highway Division staff is presenting the project description, which will include the above alternative.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
L. E. George (enc.)
J. H. Versteeg
F. E. Terpin
C. O. Fredrickson (enc.)

DES:ge/ESH:ja

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-1720(1)
Silverton Rd-Lancaster Drive to
Lardon Rd.

Date: October 22, 1979

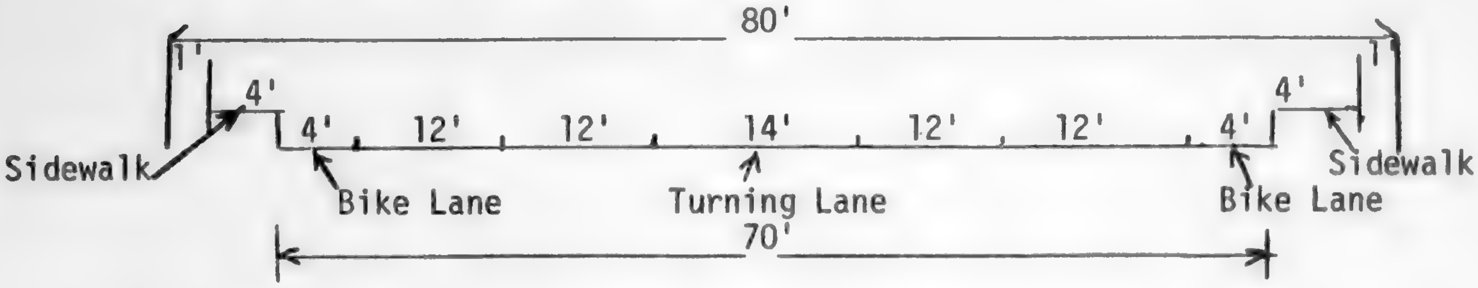
From: G. L. Green, Division Administrator

Reply to Attn. of: HRP.1-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We have reviewed the draft negative declaration for the subject project and note that the proposed project typical section (fig.3) does not provide adequate facilities for bicycles. Experience has shown that sidewalk bikeways increase the number of hazardous conflicts with motor vehicles in addition to the conflicts with pedestrians and other obstacles sometimes found in sidewalk areas. Conflicts with motor vehicles occur due to the unexpected exit from the sidewalk at driveways and intersections by bicyclists.

The following typical section within the same right of way limits would provide adequate space for both bicycles and pedestrians without the many conflicts which would be present if the section shown in figure 3 were used.



An additional one or two feet on each bike lane would be desirable if additional right of way were available.

It is requested that this typical section be included as an alternative at the public hearing for this project.

G. L. Green

RECEIVED
STATE HWY EN
OCT 23 '79
REFER TO Hunter
FOR
Info | Inves | R/D | S/R | Sign | Act | File

10-24
R

RECEIVED
TECHNICAL SERVICES
OCT 24 '79
REFER TO Terpin
FOR
Info | Inves | R/D X | S/R | Sign | Act | File

10-24-79
Terpin
R/D please
ESH

10,047 Marion

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
August 15, 1979
Salem, OR 97310

FROM: Anthony (Tony) J. George, Engineering Coord. ✓
Environmental Section

TO: J. H. Versteeg
Engineering Section

1 Versteeg
Anderson
Christensen
2 Olson add. Copy
Sullivan
Torpin
Trout
Weberlig

RECEIVED
AUG 16 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

SUBJECT: Noise Study Report
Lancaster Dr. - Cordon Rd.
Silverton Road
Marion County, Oregon

The following information is being requested in order to document preliminary findings of our noise study report for the above referenced project. This information is needed to determine feasibility and cost effectiveness of mitigation measures.

The noise report indicates that Middle Grove Elementary School would be impacted by traffic noise exceeding federal design noise levels in year 2000 under the Build Alternative. The 120' x 60' wood frame structure has large windows over most of the front of the building facing Silverton Road.

A 10 to 12 foot wall or berm located as described below would offer 1 to 2 dBA attenuation to the school. A berm would provide 9 dBA attenuation to the playground areas while a wall would provide 7 dBA attenuation. Please evaluate the most economical method of mitigation for feasibility and cost, including the cost of additional right-of-way required. The characteristics of the wall and berm are shown below.

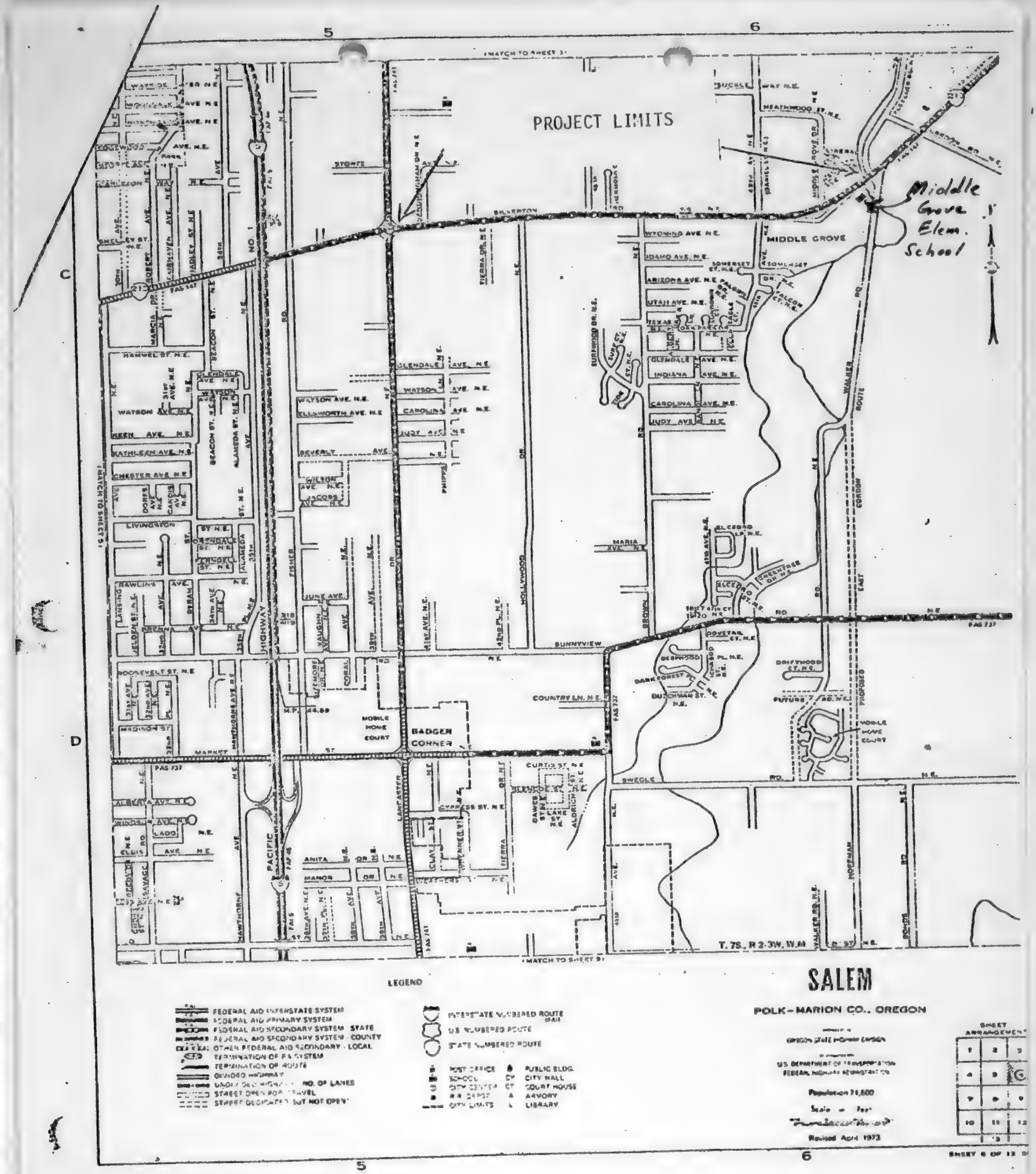
Type of Barrier	Location	Size	Amount of Noise Reduction	Area Mitigated
Earth berm	56+50 Rt. to 60+50 Rt.	400' Length 10' Height	9 dBA	School Playground
Concrete wall	56+50 Rt. to 60+50 Rt.	400' Length 10' Height	7 dBA	School Playground

Interior-exterior noise measurements indicate that noise levels inside the school are reduced 11 dBA with the windows open and 24 dBA with the windows closed. By sealing the windows and installing a ventilation system, federal interior design noise levels could be met.

Please evaluate the feasibility of sealing the windows and installing a ventilation system at the school and estimate costs for this mitigation measure. The attached maps give a location and some details of the school. The modular classrooms shown on the detail map are no longer there. If there are any questions, please contact Tim Thex or myself.

Since this project has been scheduled for a September hearing, we would appreciate your earliest reply. Thanks.

AJG:TT:brl
Attachment
cc: Adrian Olson
Tim Thex
Ron Noble


5
6
(MATCH TO SHEET 3)
PROJECT LIMITS
Middle Grove Elem. School
MIDDLE GROVE
SILVERTON
C
D
(MATCH TO SHEET 5)
HIGHWAY NO. 1
PACIFIC HIGHWAY
LANCASTER DR.
HOLLYWOOD DR.
SUNNYVIEW
BADGER CORNER
MOBILE HOME COURT
MARKET ST.
SWEGLE RD. N.E.
HOFFMAN
WALKER RD. N.E.
GORDON
COUNTRY LN. N.E.
T. 7S., R 2-3W, W.M
(MATCH TO SHEET 9)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
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POLK-MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 74,600
Scale Feet
Revised April 1973
SHEET ARRANGEMENT
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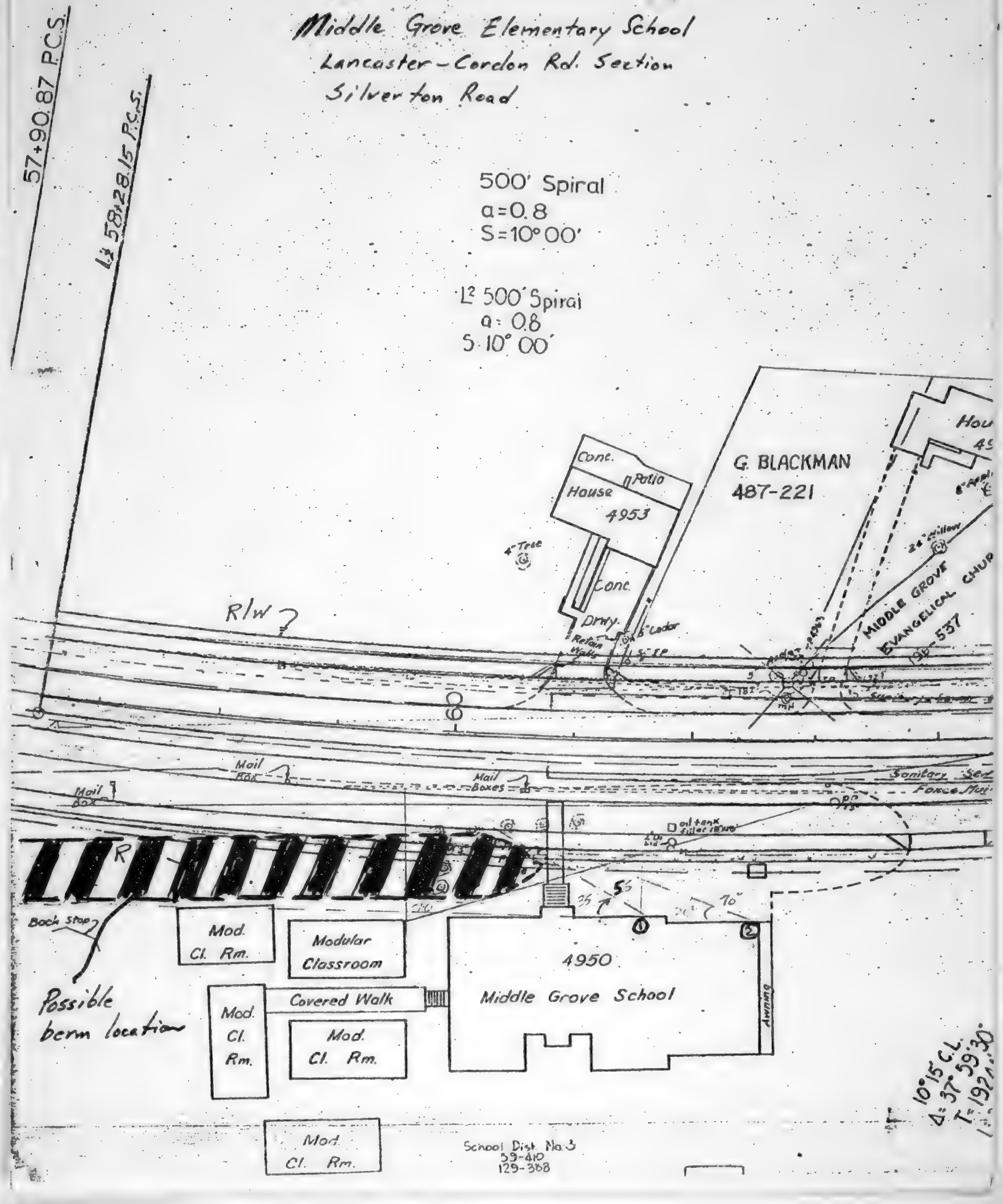
13
SHEET 6 OF 13

Middle Grove Elementary School
Lancaster-Cordon Rd. Section
Silverton Road


57+90.87 P.C.S.
L3 58+28.15 P.C.S.
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MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Fred Klaboe

February 28, 1979

3/5
cy Frederickson
Moehring
Please do all you can to help
See FBK's note

RECEIVED
STATE HWY ENGR
MAR - 5'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Charles O. Frederickson
Region II Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Lancaster Drive - Cordon Road Section
Silverton Road.

Dear Mr. Frederickson:

The joint State-County agreement dated March 31, 1976, provides that Marion County would perform preliminary engineering required to prepare necessary preliminary environmental statements for the Lancaster Drive - Cordon Road Section of Silverton Road.

In November, 1977, County asked for OSHD assistance on noise and air quality studies for completion of the Negative Declaration (N.D.) OSHD countered with an offer to train County personnel which was unfruitful because of County personnel changes and shortages. Consequently, the County was unable to make any significant progress. In late October 1978, it became obvious that County could not complete the ND without significant delay in the established project schedule. County action at that time is summarized in our letter of November 7, 1978 (attached). Informal discussions indicated that this letter resulted in a speed up of the ND; and a November 22, 1978, letter from OSHD indicated air-noise studies might be initiated in December. However;

It was reported on February 23, 1979, that air-noise studies for this project by State are not yet scheduled because of higher priority assignments to the Environmental Section. This delay appears to rule out use of the 1980 construction season and delay project completion about one year.

The schedule also shows a 3-month period for completing the Design Study Report and Final ND on the Silverton Road Project, which in light of the progress (or lack of it) on the McLeod Lane-OERR Section of Lockhaven Drive, a smaller FAU project, may be unrealistic. The Draft ND for the Lockhaven Project was completed in May, 1978 and the public hearing was held in July 1978. At last report, the Final ND is waiting on some additional noise measurements for completion. It is possible that some improvement to schedules would result from a reevaluation of the extent of air/noise studies needed for these projects. The impression exists that present extent of studies is dicated by some set rules that are often unrealistic for any given project. If so, now might be a good time to strike for a little common sense application of the law so as to get some needed projects under way.

A realistic schedule should now be developed for this project, and priority assigned so that the schedule can be followed. Although County will furnish the maximum feasible support on Federal Aid Projects, OSHD accomplishment of Preliminary Engineering and Reports and Environmental Statements, Final Design, and Construction is considered to be most effective. The relatively small volume of Federal Aid Projects, together with recruiting and training difficulties, impede County accomplishment of these activities.

The yearly cost escalation of the Silverton Road project is probably in the neighborhood of $200,000 to 300,000. Accordingly, anything that can be done to expedite construction of this project should be done.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove
George T. Grove
Supervising Engineer

NOTED
L. E. GEORGE

GTG:lk

cc: Board of Commissioners
Fred Klaboe✓
Bill Kappus
Gary Potter
Phil Stearns

Attachment

RECEIVED
DOT DIRECTOR
MAR 2 '79
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Coulter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

I'd like you
to do all you
can to help here
Fred

10,047

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Marion

November 15, 1978

RECEIVED
NOV 20 1978
URBAN STUDIES UNIT

Mr. Von E. Hemmert
Urban Studies Unit
Department of Transportation
Room 519 D
501 Transportation Building
Salem, Oregon 97310

RE: Silverton Road (Lancaster Drive-Cordon Road Section).

Dear Von:

The following information is furnished in response to your October 20, 1978 letter on traffic studies for the Silverton Road project.

Region II Environmentalist, Eddie Welsh, is now preparing the Negative Declaration for Marion County, and will continue appropriate coordination with your office and with the ODOT Environmental Section. In this regard, Marion County has asked Mr. Frederickson to initiate appropriate revisions to the project schedule to maintain the scheduled 1980 construction start date.

Copy of October 26, 1978, letter from Chemeketa Community College is attached to provide current and long range information on college traffic affecting Silverton Road. Mr. Welsh has instituted vehicle classification counts along Silverton Road and will discuss results directly with you.

It is understood from Mr. Welsh that the Negative Declaration for this project need consider only two alternatives; four travel lanes with a continuous left-turn lane and No-build. It was not the intent of the September 6, 1978, Public Works Department letter to generate studies not necessary to preparation of an adequate Negative Declaration. Your coordination with Mr. Welsh to avoid unneeded effort will be appreciated.

Please let us know if further Marion County action is required.

Very truly yours,

John A. Anderson
Director of Public Works

John J. Green
Civil Engineer II

JJG:lk
cc: (See Attached List)
Attachment

RECEIVED
NOV 22 1978
ENGINEERING SECTION

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WM. L. CRANFORD

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TRAFFIC ENGINEERING

PROJECT MANAGEMENT
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FAE ☐
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File: FM LG

Copies sent to following:

Charles O. Fredrickson
Phillip O. Stearns
Eddie Welsh
Gary Potter
Dick Knowles

CHEMEKETA
COMMUNITY
COLLEGE

4000 LANCASTER DRIVE N.E.
P.O. BOX 14007
SALEM, OREGON 97309
(503) 399-5000

RECEIVED
OCT 31 1978
MARION COUNTY ENGINEER

October 26, 1978

John Green
Marion County
Salem, Oregon 97301

RE: Long Range Plans - Silverton Road

Dear Mr. Green:

In reference to a letter dated October 17, 1978, the following is offered to assist you in your Silverton Road Improvement:

a. The College Long Range Plan has always shown one access-egress point onto Silverton Road somewhere in the vicinity of Hollywood Drive. However, these plans were altered slightly after talking with John Anderson at the time the decision was made to install the traffic light at Lancaster and Cooley Drive. The College would intend, at some time in the future, to access-egress Silverton Road directly into Hollywood Drive. This would best conform to John Anderson's requirement of a clean, 4-way intersection. This would also be beneficial to both the College and School District 24J if present talks of joint-use of facilities materialize between Chemeketa and the new Doug McKay High School. The installation of a 4-lane improvement on Silverton Road would not change this plan, however, it would require installation of a signalling device at sometime in the future.

b. Construction of this road would probably occur sometime between now and 1985. The College has no plans to facilitate more than 2,000 spectators at a sport's event. A group of local citizens (Salem Senators Corporation) is presently proposing to light our baseball field with anticipated attendance of 1400. Our proposed Recreation and Physical Conditioning Center (Gym) will not provide for more than 500 spectators. The major users of this

Chemeketa Community College complies with provisions of the Fair Employment Practices Act and/or Title IX. Regulations in employment and educational programs and activities.

access point would be students and staff from our south parking areas. These users would tend to relieve the congestion at Lancaster and Cooley Drive and at 45th Avenue and Silverton Road. We do not see major (more than 25%) use of this road by staff, students, or spectators in the future.

c. The original Long-Range Plan predicted 7,000 FTE on the Salem campus; this has since been revised to 8,000 FTE. We are presently at 5,000 + FTE enrollment for the total Chemeketa Community College district. The original plan called for 3,000 parking stalls; we now have 2,600 and are adding another 600 stalls. In short, we could project a 50% increase in use of our campus by the year 2000. We do not feel we will affect the traffic on Cordon Road or Ward Drive appreciably. However, because of earlier talks with John Anderson, we have hopes of a traffic light being installed on Silverton Road at 45th Avenue. Presently, this seems to be our biggest bottleneck.

Very Truly Yours,

Al Ringo

Al Ringo, Dean
Administrative Services

cc: Stan Davey, Director
Plant & Facilities

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

RECEIVED
OCT 23 1978
ADMINISTRATIVE SERVICES

October 17, 1978

Dean of Administrative Services
Chemeketa Community College
4000 Lancaster Drive NE
Salem, Oregon 97303

Dear Sir:

This Department is presently studying the need for improvement of Silverton Road in the area East of Lancaster Drive. The best available information on probable sources of future increases in traffic flow will assist in reaching proper conclusions.

Projections for the year 1985 and the year 2000 would be most compatible with other data we are gathering on Silverton Road traffic. Forecasts are being collected separately for trucks and busses, automobiles, bicycles, and pedestrians. The following data would be particularly valuable:

a. Does the College have any plans for roadway access to Silverton Road from the South boundary of College property? Would improvement of Silverton Road to 4-lanes, similar to Lancaster Drive, result in changes to such plans?

b. If so; when would such construction be completed, where would it be located along the boundary, what would be the predicted daily usage, and what class of users (for example, students, sports spectators) would be served?

c. Do you have other related data which you believe would be helpful in forecasting College-related traffic on Silverton Road between Cordon Road and Lancaster Drive?

Please furnish any of the above information which is readily obtainable from your current or long-range plans to John Green at the above address. Should you wish to discuss this, please telephone 588-5036.

Very truly yours,

John A. Anderson
Director of Public Works

John J. Green
Federal Aid Administration

JJG:lk

RECEIVED
OCT 25 1978
Chemeketa Community
College
FACILITIES

10,047

GENERAL FILES

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Fred Klaboe

November 7, 1978

Charles O. Fredrickson
ODOT Region II Engineer
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

RE: Lancaster Drive - Cordon Road Section
Silverton Road.

Dear Mr. Fredrickson:

Letter of October 25, 1978, informed you that the Marion County staff would be unable to prepare the Negative Declaration without unacceptable project delay. By letter of November 1, 1978, Eddie Welsh, Region II Environmentalist, notified us that he has started preparation of an acceptable Negative Declaration for referenced project. Required air quality and noise evaluation studies are to be done by the Environmental Section and "cannot be scheduled for three to six months."

Review of the schedule for this project (copy attached) leads to the conclusion that any further delay in completing the Draft Negative Declaration will delay the start of construction from summer, 1980, to summer 1981. If current rates of inflation continue, a one-year delay would increase project costs by $200,000 to $300,000. User benefits to be derived from the project would also be postponed by about one year.

Major source of delay is the requirement for noise and air quality measurements and evaluations. Marion County has considered retaining a consultant to obtain the required air and noise studies. However, Mr. Stearns has advised us that required selection procedures, together with the time necessary for State and Federal approvals would also take from three to six months. This period of time would also result in a one-year slippage of the construction start.

It appears that the only unexplored means of saving the current construction schedule would be one or a combination of the following:

a. Assignment of a sufficiently high priority to enable early completion by the State Environmental Section.

NOTED
F. B. KLABO

b. Assignment of the work to a consultant already retained by the State, in order to avoid the time consuming selection and approval period.

c. Rescheduling of State efforts in preparing final Negative Declaration and Right-of-Way Plan and Acquisition.

It is therefore requested that the Silverton Road project schedule be rexamined within the framework of letters of October 25, 1978 and November 1, 1978, and that appropriate action be taken to retain the present schedule for start of construction in June, 1980.

Very truly yours,

John A Anderson

John A. Anderson
Director of Public Works

JJG:lk

cc: Fred Klaboe ✓
Board of Commissioners
Phillip O. Stearns
Eddie Welsh
Gary Potter
Dick Knowles

Attachment

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DOT OPERATIONS
NOV 09 '78
REFER TO
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November 7, 1978

PROJECT SCHEDULE

LANCASTER DRIVE - CORDON ROAD SECTION
SILVERTON ROAD

ITEM	SCHEDULED DATES START	 COMPLETE	WORK BY*
Preliminary Engineering	Mar.'78	Sep.'78	OSHD
Draft Negative Declaration	May '78	Oct.'78	COUNTY
Design Study Report & Final Negative Declaration	Feb.'79	Apr.'79	OSHD
Right-of-Way Plan & Acquisition	Apr.'79	Mar.'80	OSHD
Final Design	Sep.'79	Mar.'80	OSHD
Construction	Jun.'80	Dec.'81	OSHD

* This division of work conforms to current State-County Agreements. Original Construction-Finance Agreements provided for a supplemental agreement on Right-of-Way matters. County has previously requested OSHD to prepare Draft Negative Declaration.

JJG:lk

.10,047

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Fred Klaboe

September 6, 1978

Mr. C. O. Fredrickson
Region Engineer
Oregon Highway Division - Region 2
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

RE: Silverton Road (Lancaster-Cordon)

Dear Mr. Fredrickson:

The following request for traffic loading projections and capacity analysis is being routed through your office because it is part of P.E. development for our Silverton Road project. It will lead to alternative development and refinement and, ultimately, to a Negative Declaration being prepared by this office and a Design Study Report to be prepared by your Location Section. It is our understanding that work required to provide the information requested is eligible for federal reimbursement as part of the P.E. for this project. After this information is obtained, it will be utilized to provide air and noise projections. A request from this department will then go to your Location and Right-of-Way sections for some preliminary design work and construction and right-of-way cost estimates for alternatives not previously studied. Hopefully, the traffic projection and capacity data will establish better limits for this work.

We understand updated traffic projections for the Salem Area are, or soon will be, available from your Urban Studies Section, or possibly your Traffic Section. Following data are needed:

1. Updated Traffic Projections for the Lancaster-Cordon Section of this road including:
    a. Projection 1985 (somewhat after construction) and year 2000 traffic (both for adequate capacity and no build), both peak hour and ADT.
2. Estimated light vehicle-heavy vehicle split (peak hour and ADT).

3. Projected turning movements (peak hour and ADT) at:

    a. Hollywood Drive

    b. 45th Avenue

    c. Brown Road

    d. Chemeketa College

    e. 48th Avenue

    f. Cordon Road

4. Latest available existing traffic data for the project area, including;

    a. A quick review of Lancaster Drive

    b. Existing studies

    c. Adjacent access

5. Given the projections and the attached information from the Salem School District, a summary of estimated vehicle and/or pedestrian signalization, turn refuge, and traffic lane needs along the route for 1985 and year 2000 for alternatives identified below.

6. An estimate, based upon the below given alternatives of the volume, capacity, level of service and anticipated vehicular speed (1985 and 2000 - peak hour and ADT) for like segments of the Lancaster Drive to Cordon Road Project Area.

The alternatives identified thus far are:

a. No build

b. 4 traffic lanes - a continuous left turn lane and pedestrian walks (previously developed jointly, preliminary design and estimating work completed by Location Section).

c. 4 traffic lanes, a 4' painted median area with a small mountable curb-type barrier to restrict vehicular access to intersections and left turn refuge at major vehicular interaction locations. An 8' bikeway and 5' walk are also included.

d. For the section from Brown Road easterly, two traffic lanes, a continuous left turn lane, an 8' bikeway and a 5' walk.

All alternatives include a curb-shy distance of 1½' minimum and signalization as required and identified in 5 above.

The above listing summarizes our request at this time. We hope to utilize the information requested to scrutinize our alternatives and identify those worth pursuing (from a movement standpoint) to preliminary design, cost estimates, and air, noise and Draft Negative Declaration analysis.

With current time schedules we desire this information by November 1st, with 2 weeks of review, and preliminary design and estimates and air-noise evaluations to commence November 15. If this appears feasible - good; if not let's review. In any case, let's keep each other as informed as possible so we're all operating in harmony.

Very truly yours,

John A. Anderson
Director of Public Works

G. T. Grove
George T. Grove
Supervising Engineer

DN:JG:lk

cc: Board of Commissioners
Phillip O. Stearns
Gary Potter
Eddie Welsh
Fred Klaboe ✓
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FHWA
DPW Staff
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Attachments

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
January 30, 1978
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: Eddie Welsh
Region Environmentalist

SUBJECT: Lancaster Dr.-Cordon Road
Silverton Highway
Marion County

I have your request and Marion County's for the Environmental Section to conduct the air and noise quality studies on the subject project.

We have just concluded an analysis of our Department's 6 year program and available manpower and we conclude that we are behind in our own efforts in our own program. Further, the air quality and noise efforts are the two areas where we are most critically deficient.

I will not be able to conduct the air and noise studies on this project in the near future. I have taken steps to add additional personnel in air and noise so that we can be of more assistance in the future. If Marion County could wait for 3 or 4 months, we could be of more assistance.

If the work is significant and the county needs it done immediately, perhaps a consultant should be engaged for the work. The county may wish to assess future air, noise and EIS work and include those items also.

There is another alternative. Since this is a negative declaration, I assume the air and noise work is less than the full scale study. If so, Marion County should consider appointing a member of their engineering staff to work with my Acoustical and Air Quality engineers to learn some basic elements of both fields. In this way, the county can develop some in-house air and noise expertise for future assessments, negative declarations, and other environmental work. Several other cities and counties have successfully done this for air and noise requirements.

In summary, we have examples, texts, advice and time to lend a helping hand, and time to provide noise measurements. We do not have time or personnel to do the data collection, conduct the investigation and write the reports. We are sincerely interested in helping Marion County develop the expertise, and we will help them process their environmental work.

I'm sorry that the correspondence on this matter was delayed. Please convey this message to the County so that we may work out a course of action.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 1'78
REFER TO
FOR

Info	Inve:	R/D	D/R	Sign	Act	File

GAP:cjh

cc: E. S. Hunter ✓

10,047

REC'D 12-1-77

LOCATION NARRATIVE

Lancaster Drive-Cordon Route
Silverton Road FAU 1720
Marion County

Prefix 324-1996

December 1977

Termini:	The westerly terminus is the intersection of Lancaster Drive and Silverton Road (M.P. 10.70). The easterly terminus is the intersection of Silverton Road and East Cordon Route (M.P. 9.47).
Length:	1.32 miles. Project was extended to Lardon Road (East end) to allow taper construction.
History:	Original Authorization was submitted October 3, 1975. Second Authorization was submitted July 28, 1976. Marion County requested this Urban System Project September 4, 1975. Project work to include grading, paving, curbs, walks, drainage and signalization at 45th Ave.. A signal at Cordon Road has now been included in the estimate. The original request specified a sidewalk/bikeway on the North side and sidewalk on the South side. Subsequent meetings with the County changed the width of typical section. It was decided to provide a six foot combination sidewalk/bikeway on each side.

Environmental Assessment classified this project as a Catagory 3, Major Action, Non-Significant requiring a Negative Declaration.

Responsibility for the various areas of action was determined at a meeting with Marion County held March 11, 1976. The State is responsible for News Releases, Informational Letters, Field Survey, Design, Preparing R/W Descriptions and Negotiating Purchase of additional Right of Way.

Marion County will keep an interested parties list (in addition to State's list), prepare Draft Environmental Statement, take care of public contacts and conduct Public Hearing.

A news release on the subject project was sent out March 18, 1976. Informational letters were sent to the adjoining property owners March 19, 1976. Personal contacts were made with property owners by Adam Brooks of this office and Dave Terbell, R/W Liaison March 30, 31 and April 1, 1976.

Another meeting with Marion County was held November 1, 1977 (see attachment #1). Purpose of this meeting was to determine what would be done at the easterly terminus. Marion County needs to construct the new connection to Cordon Road (South side) before this project is completed. They will do some grade improvement on Silverton Road in conjunction with construction of the connection. Major drainage work will also be done by the County where existing 48 inch culverts cross Silverton Road near Cordon Road.

Survey Control:

Marion County furnished a county survey of Silverton Road which is a monumented R/W centerline. Map title is; Market Rd. No. 26, Lancaster Drive to County Shops, Sec. 18, 7 & 8, T. 7S, R. 2W, Willamette Meridian.

This centerline was used as a basis of bearing and the coordinates were assumed.

A closed "P" line traverse was run throughout the project with electronic distance measuring equipment. Ties were made to county centerline at monumented points.

The county centerline was re-run for profile and cross section basis.

Vertical Control: National Geodetic Vertical Datum of 1929.

Horizontal Alignment: Existing alignment has a unspiraled 4 degree C.R. at station 26 and a spiraled 4 degree curve left at station 54.

The proposed centerline will be R/W centerline except for the following changes;

Spirals are proposed for the curve at station 26.

The forward tangent of the curve at station 54 was shifted. This will allow the roadway to fit the existing ground along the North side and minimize the damages in that area.

Vertical Alignment: Profile grade is carried at construction centerline. Grade line was computed to give a minimum overlay depth of 4 inches over the existing pavement. Grade revision was necessary in some areas to match the adjoining properties.

Marion County will do grading at the East end of the project. Their new grade line will improve the poor sight distance at Cordon Road intersection. Our proposed grade line will allow a 2 inch overlay of the grade line developed by the County.

Grading: Excavation and embankment work will be necessary. It is anticipated that there will be about 6,000 cubic yards of excess excavated material. This material will become the property of the contractor to be disposed of in a manner acceptable to the engineer. There will be no pay for overhaul on this project.

Typical Section and Right of Way:

Roadway width will allow for a 14 foot refuge lane flanked on each side by two 12 foot travel lanes plus a 2 foot shy distance to face of curb. six feet (including curb width) for a bikeway/sidewalk each side complete the section. Full width section is 39 feet each side of construction centerline.

Utility movement will require a minimum of four feet back of the sidewalk each side. Minimum R/W width will therefore be 43 feet left and right of construction centerline. If the telephone is reinstalled underground, only about one foot behind the back of sidewalk would be required. Additional R/W may be required at drainage crossings and where deeper cuts and fills are encountered. Where slope catches fall outside 43 feet construction easements will be needed. Additional easements will be required at station 17+25 Right and 33+25 Right to connect existing inlets to the storm sewer system.

Roadway construction will force movement or abandonment of gasoline storage tanks left of station 18+30 and a fuel oil tank right of station 60+90. These should be given consideration in R/W arrangements.

Surfacing Design:

Original design for new construction allowed for 7 inches of treated base. (CTB was used in this proposal because it reduces traffic handling problems and multiple paving lifts). Four inches of A.C. with a 2 inch future final wearing course completes the section. To allow traffic use of newly constructed areas during staging, a one inch leveling course was added to cover C.T.B.. To compensate for this leveling course, C.T.B. depth was reduced to 6 inches. The new design is then 6 inches of C.T.B., 1 inch leveling course, 4 inches of A.C., with a 2 inch future A.C. application.

Storm Sewer and Drainage: According to Marion County personnel, cross pipe at station 7+05 and 38+60 were installed in the late 1960's in accordance with an area drainage study made by C & G Engineering. No problems with these or downstream culverts under Lancaster Drive have been encountered. The cross pipes at station 63+50 will be modified and/or extended during the County's reconstruction of Cordon Road. No additional work in this area is contemplated.

Ten year flood factors were used for storm sewer computations. Inlets were used as manholes at pipe junctions to reduce costs.

Existing pipe (12 inch culvert each side) in the vicinity of station 10+00 could carry approximately 10 cf's. New design discharge is approximately 12.6 cf's. A detention basin to reduce this additional discharge has been discussed with State and County officials. The difference between existing and new discharge was not considered significant enough to warrant the basin.

Existing pipe (12 inch culvert each side) in the vicinity of station 90+00 could carry approximately 7.6 cfs. New design discharge is approximately 5.0 cfs.

Existing pipe (12 inch culvert each side) in the vicinity of station 38+00 could carry approximately 7.5 cfs. New design discharge for this area is 7.3 cfs.

Existing pipe (10 inch culvert right of station 60+50 and 12 inch culvert left of station 63+00) could carry approximately 8.5 cfs. New design discharge is approximately 7.4 cfs.

Two easements in addition to those described under the R/W section may be needed. The 15 inch pipe left of station 21+15 must be lowered to match storm sewer grades. To accomplish this, work outside of R/W will be required. The second is left of station 49+20 where a 8 inch pipe will be installed.

Traffic Handling:

Stage I: Traffic on existing roadway (20-22' width). Excavate or fill right side, outside existing roadway, to subgrade. Install drainage, curbs and sidewalks. Lay C.T.B. and A.C. leveling course.
Stage II: Shift traffic to right side (20-23' width). Excavate or fill existing roadway portion to subgrade as required. Install drainage, C.T.B. (where required) and leveling course.
Stage III: Traffic on right side. Excavate or fill left side outside existing roadway portion to subgrade. Install drainage, curbs and sidewalks. Lay C.T.B. and A.C. leveling course.
Stage IV: Lay base and wearing courses using cones to direct traffic.

OREGON STATE HIGHWAY DIVISION
SUMM[illegible]--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date Nov. 1977

ection Lancaster Dr. - Cordon Route
County Marion
nd Of Work Grading, Paving & Drainage
Length 1.33 mi. Name

#	Item	Code	Unit	Quant.	Unit Cost	Total
1	Field Laboratory	106	Each	1	1500.00	1,500.00
2	Mobilization	110	Lump Sum	100%		68,100.00
3	Temporary Prot. & Direction of Traffic	111	Lump Sum	100%	—	24,800.00
4	Flagmen	111	Hours	1000	18.00	18,000.00
5	Temporary Striping	111	Lin. Ft.	15,000	0.10	1,500.00
6	Temporary Signs	111	Sq. Ft.	521	6.50	3,386.50
7	Temporary Barricades	111	Each	10	80.00	800.00
8	Clearing & Grubbing	201	Lump Sum	100%	—	6,000.00
9	Remove Structures & Obstructions	202	Lump Sum	100%	—	23,000.00
10	General Excavation	203	Cu. Yd.	11,830	2.50	29,575.00
11	Trench Excavation	206	Cu. Yd.	2,710	8.00	21,680.00
12	Finishing Roadbed & Slopes	222	Lump Sum	100%	—	2,000.00
13	Obliteration of Roadway	224	Sq. Yd.	60	1.00	60.00
14	Topsoil	225	Cu. Yd.	360	9.00	3,240.00
15	Watering	233	M-Gal.	29	10.00	290.00
16	Aggregate Shoulder Material	304	Ton	1,715	5.50	9,432.50
17	Aggregate for Seal	—	Ton	480	10.00	4,800.00
18	Cement Treated Base	308	Ton	12,075	8.00	96,600.00
19	Cement in C.T.B.	308	Ton	665	75.00	49,875.00
20	Asphalt in Seal	308	Ton	45	140.00	6,300.00
21	Class "B" or "C" A.C.	401	Ton	11,415	10.00	114,150.00
22	Class "C" Leveling Course	401	Ton	2,720	10.50	28,560.00
23	Asphalt in Mix	401	Ton	920	84.00	77,280.00

OREGON STATE HIGHWAY DIVISION

SUMM--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date Nov. 1977

ction Lancaster Dr.-Cordon Rd.

County Marion

ind Of Work Grading, Paving & Drainage

Length 1.33

Name

#	Item	Code	Unit	Quant.	Unit Cost	Total
24	Asphalt Tack Coat	407	Ton	11	160.00	1,760.00
25	12" Culvert Pipe	603	Lin. Ft.	130	7.25	942.50
26	48" Culvert Pipe	603	Lin. Ft.	34	54.25	1,844.50
27	58"x36" Arch Pipe	603	Lin. Ft.	56	44.25	2478.00
28	6" Sewer Pipe	603	Lin. Ft.	86	4.75	408.50
29	8" Sewer Pipe	603	Lin. Ft.	382	6.25	2,387.50
30	10" Sewer Pipe	603	Lin. Ft.	300	6.50	1,950.00
31	12" Sewer Pipe	603	Lin. Ft.	2,964	7.35	21,785.40
32	15" Sewer Pipe	603	Lin. Ft.	1481	9.75	14,439.75
33	18" Sewer Pipe	603	Lin. Ft.	744	13.75	10,230.00
34	21" Sewer Pipe	603	Lin. Ft.	1,007	15.75	15,860.25
35	Bedding Material	603.34	Cu. Yd.	280	8.00	2,240.00
36	Extra for Pipe Under Pavement	603.84	Lin. Ft.	581	8.00	4,648.00
37	Type CG-1 Inlets	604	Each	58	425.00	24,650.00
38	Type CG-2 Inlets	604	Each	8	450.00	3,600.00
39	Special Inlet	604	Each	1	400.00	400.00
40	Special Manhole	604	Each	1	2,000.00	2,000.00
41	4" Curb Drains	—	Lin. Ft.	350	1.25	437.50
42	Type 2 Fence	607	Lin. Ft.	150	3.50	525.00
43	Type CL-6 Fence	607	Lin. Ft.	535	7.00	3,745.00
44	6'x6' CL Single Gate	607	Each	1	200.00	200.00
45	4" Concrete Surfacing	608	Sq. Yd.	5,804	9.00	52,236.00
46	6" Concrete Surfacing	608	Sq. Yd.	1,530	15.00	22,950.00

OREGON STATE HIGHWAY DIVISION
SUMM --BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Nov. 1977

ection Lancaster Dr.- Cordon Rd.
County Marion
nd Of Work Grading, Paving & Drainage
Length 1.33 Mi

#	Item	Code	Unit	Quant.	Unit Cost	Total
47	Type "C" Curb	609	Lin. Ft.	12,515	3.50	43,802.50
48	Extra for A.C. Approaches	610	Each	43	100.00	4,300.00
49	Paved Culvert End Slopes	612	Sq. Ft.	240	9.00	2,160.00
50	Delineators	623	Each	27	20.00	540.00
51	Adjust Manholes	628	Each	18	150.00	2,700.00
52	Setting Mailbox Posts	642	Each	48	50.00	2,400.00
53	Seeding & Mulching	681	Acre	1	1,000.00	1,000.00
54	Traffic Signals, 45th St.	661	Lump Sum	—	40,000.00	40,000.00
55	Traffic Signals, Cordon Road	661	Lump Sum	—	40,000.00	40,000.00
		Sub Total				919,549.40
		Engineering & Cont. (+20%)				183,900.00
		Mail Box Posts (Add. Ant. Item)				500.00
		Sub Total				1,103,949.40
		R/W & Easements				
		Adjust Utilities				8,000.00
		Total				

10,047

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Marion County
Courthouse
Salem, Oregon 97301
Attention of Mr. Edwin P. Morgan
County Clerk

Request No. (assigned by staff engineer or head of section) cc-1692
Date March 18, 1977
Payer's Order No. (if any)
Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $4,455.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on Lancaster Dr.-Walker Rd. Section, Silverton Rd., FAU 1720. Covered by agreement dated 3/31/76.		3,255.00
		To be Retained		$1,200.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 4,455.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
324-1996-297

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. H. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

10-17

Con 21-8A
Marion

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Walter R. Heine, Chairman
Harry Carson, Jr. Sp
Pat McCarthy

EXECUTIVE OFFICER
Bruce Prosser

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

October 20, 1976

Mr. Fred Klaboe
Oregon Department of Transportation
Oregon State Highway Division
Oregon State Highway Building
Salem, Oregon 97310

Dear Fred:

In response to your letter of October 14, 1976, regarding the Federal Aid Match Ratio, the Marion County Board of Commissioners hereby requests that the following projects be financed on the new 86% - 14% basis.

PROJECT NAME:	PROJECT NUMBER:
1. Nusom Bridge Replacement	None to date
2. Verda Lane Bicycle Path Construction	None to date
3. State & Lancaster Traffic Signal Installation	M-1615(1)
4. Silverton Road Improvement	M-1720(1)
5. Chemawa-Lockhaven Improvement	M-1237(-)

We appreciate your efforts in programs such as this, whereby you reduce the costs of highway construction to the cities and counties of Oregon.

Sincerely,

BOARD OF COMMISSIONERS

Pat

Pat McCarthy
Acting Chairman

RJH:lk

RECEIVED
STATE HWY ENGR
OCT 21 '76
REFER TO
FOR
Info Inves R/D D-R Sign A.t. File

OCT 21 '76
REFER TO
Baldwin

10-21
ay
Waite

10,047.

FAUS

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Lancaster Drive-Cordon Route

Highway: Silverton Road FAU 1720

County: Marion

Prefix: 324-1996

Res. Engr: J. Chaney

Date August 24, 1976

Traffic Coefficient 7.7

18 kip s.a. per day 73.2

R value 10

Frost Penetration - - - -

CBE Total Requirement 24.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
4.0"	A.C.	8.0
7.0"	Treated Base	12.5
13.0"		24.5"

*EXISTING ROADWAY

2.0"	A.C. (Final Application)	
4.0"	A.C.O.L., with an extra allowance (1") for leveling.	

RECEIVED
COUNTY & CITY SECTION
AUG 26 1976
☐ ENGR. ☑ UPE ☐ COOR. ☒ CE ☑ OE ☒ RE ☒ AE ☐ UE ☒ RPE ☐

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
~~Asst. State Highway Engineer~~
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
County-City

* Overlay depth determined by deflection measurements. Widths to be utilized, from B.O.P. @ Lancaster Drive to 48th Ave. N.E., 20 feet; from 48th Ave. N.E. to E.O.P. (tests ended 400' east of County Shops) a 23-foot width may be utilized.

10,047

[illegible] 21 8

[illegible]

April 2, 1976

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Attention: T. Harold Tomlinson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5614

Gentlemen:

Attached for your files is a fully executed copy of an Urban System Project Agreement covering the widening and improvement of the Lancaster Drive-Walker Road Section of Silverton Road (FAU 1720).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

10,047

Jaus- Salem

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-1720(1)

STATE PROJECT NO. Lancaster Dr-Walker Rd

FROM:
G.L.Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-62

COUNTY NAME Marion

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☑ UPE ☑ CE ☐ COOR. ☑ UE ☐ RE ☐ AE ☐ RPE ■ UE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 2/17/76	FEDERAL ROUTE NUMBER FAU Route 1720 STATE ROUTE NUMBER County Road

GENERAL LOCATION:
City of Salem

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* All phases necessary to obtain location/design approval at a total estimated cost of $29,000 - Federal funds $22,620.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/17/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1/30/76 letter you are authorized to proceed with the work as shown above.

DATE 2/17/76	SIGNATURE OF APPROVING OFFICIAL G K Hessner for	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/17/76

BY (Signature): L.W. Rulien's 1/30/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	**Work**
62	M-1720(1)	1.25	40,500	31.590	Lancaster Drive-Walker Road Section Marion County State of Oregon	Preliminary Engineering including Utility preparatory work.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ COUN. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2/17/76	G.L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

January 30, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	Co. Rd., Lancaster Dr., E. 1.25 mi. 21 65		8,500	17,400 (66) (70)	96 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Preliminary Engineering 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	1720 7

CARD			
4	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME: Marion	
	NAME OF URBAN AREA: Salem 17-31	ROUTE NO. U	FEDERAL-AID: 1720 (32) · STATE: Co. Rd. (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUN
1	(14-15)	16	41	42	43 46	52		(54) (58)	(59) (66)	(67) (78)		
5					PE			1.25	40,500	31,590	4,455	4,455 (Co
5					ROW							
5					CONST (CODE)		"Lancaster Drive-Walker Rd. Section"					

CARD	CODE	PREPARED BY		PROJECT TOTALS					
1	1		CL		1.25	40,500	31,590	4,455	4,455 (Co
1	14	PROGRAM APPROVAL DATES				(16) (23)	(24) (31)	REMARKS	

FEB 17 1976
FHWA OREGON DIVISION

RECEIVE
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ CUUR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

CT LOCATION (43 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Lancaster Dr., E. 1.25 mi.		8,500	17,400	96	10	Oregon	41	W32	62

								PROJECT NUMBER			I. Projects Only	
RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	ENERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ering								M-	1720	(1)		

Urban System

COUNTY NAME Marion CODE 047

Salem

ROUTE NO. U FEDERAL-AID 1720 STATE Co. Rd. U.S. ---

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (70)			
E			1.25	40,500	31,590	4,455	4,455 (Co.)	Preliminary engineering all phases incl. P.E. by Utility forces.
W								(Future 62' curbed section for 4-12' lanes H.T. pave, 12' left turn median, 1' curb offset & sidewalk/bikeway each side.)
NST DE)		"Lancaster Drive-Walker Rd. Section"						ROW - 80' min.; Access control-partial; Parking Restrictions-complete.
Cl.		PROJECT TOTALS	1.25	40,500	31,590	4,455	4,455 (Co.)	
				(10) (23)	(24) (33)	REMARKS		

AL DATES

RECEIVE
COUNTY & CITY SECTION
FEB 20 1976
☐ ENGR. ☐ CURR. ☐ UE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

DIVISION

-Over-

CASTER DRIVE-WALKER ROAD SECTION

PROJECT NO. M-1720(1)

4-foot oil surface roadway with 8-foot gravel

n with Lancaster Drive.
surface roadway with 8-foot gravel shoulders.

nder this project consists of preliminary engineering
g preliminary engineering by utility forces for the
necessary to widen the existing facility to provide
adway consisting of 4-12-foot lanes of high-type
eft turn median, 1-foot shy distance to curb, sidewalk/
signal installation.

the preliminary engineering will be performed by Marion
with review by State forces.

ts, Railroads, Water Developments, Historical and
None involved.

ts: Major action project requiring a negative declaration
A on November 18, 1975.

ts: State Clearinghouse and District 3 Clearinghouse A-95
ters dated January 14, 1976 and January 9, 1976 respectively.

ts:

s--Opportunity for a hearing will be offered.
n--Approval will be requested under separate action

Data for PR-37:

Preliminary Engineering	------Field Work	$29,000
	P.S. & E. Preparation	11,500
	Total	$40,500

Note: (1) This project is in Congressional District No. 2.

(2) The project is included in the SATS Transportation Improvement Project (TIP).

LANCASTER DRIVE-WALKER ROAD SECTION

PROJECT NO. M-1720(1)

Existing Facility: 24-foot oil surface roadway with 8-foot gravel shoulders.

Adjacent Sections:

W. End--Intersection with Lancaster Drive.
E. End--24-foot oil surface roadway with 8-foot gravel shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction necessary to widen the existing facility to provide a 62-foot curbed roadway consisting of 4-12-foot lanes of high-type pavement, 12-foot left turn median, 1-foot shy distance to curb, sidewalk/bikeway and traffic signal installation.

Note: Portions of the preliminary engineering will be performed by Marion county forces with review by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on November 18, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated January 14, 1976 and January 9, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.
(b) Location/Design--Approval will be requested under separate action

Data for PR-37:

Preliminary Engineering------Field Work
P.S. & E. Preparation

Total

Note: (1) This project is in Congressional Distr

(2) The project is included in the SATS Tr
Improvement Project (TIP).

[illegible]

[illegible] 21-8
Marion

PRO 6-2

January 30, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1720(1)

We are submitting program data for one project, Item No. 62, Project No. M-1720(1), "Lancaster Drive-Walker Rd. Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated total cost of $29,000 with obligation of $22,620 in Federal funds.

Copies of State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval were previously submitted.

CL:md

Encl.

cc: C. O. Fredrickson (Region 2)
D. E. Swan (2)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.	January 30, 1976	

FEDERAL-AID PROGRAM DATA

CARD	REPORT NUMBER	PROJECT LOCATION (43 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	Co. Rd., Lancaster Dr., E. 1.25 mi. 21 65	ADT	8,500	17,400 (66) (70)	96 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Preliminary Engineering 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	1720 7

CARD						
4	CLASS OF FEDERAL FUNDS	Urban System	COUNTY NAME	Marion		
	NAME OF URBAN AREA 17-31	Salem	ROUTE NO. U	FEDERAL-AID 1720	STATE Co. Rd.	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE			1.25	40,500	31,590	4,455	4,455 (Co.)
5					ROW							
5					CONST (CODE)		"Lancaster Drive-Walker Rd. Section"					

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	1.25	40,500	31,590	4,455	4,455 (Co.)
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33)	REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 30, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Lancaster Dr., E. 1.25 mi.		8,500	17,400	96	10	Oregon	41	W32	62

SED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ngineering								M-	1720	(1)		

NDS Urban System

Salem

COUNTY NAME Marion CODE 047

ROUTE NO. U FEDERAL-AID 1720 STATE Co. Rd. U.S. ---

PROGRAM STAGE ☐ 1 or ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		"Lancaster Drive-Walker Rd. Section"	1.25	40,500	31,590	4,455	4,455 (Co.)	Preliminary engineering all phases incl. P.E. by Utility forces. (Future 62' curbed section for 4-12' lanes H.T. pave, 12' left turn median, 1' curb offset & sidewalk/bikeway each side.) ROW - 80' min.; Access control-partial; Parking Restrictions-complete.
ROW								
CONST (CODE)								
BY CL		PROJECT TOTALS	1.25	40,500	31,590	4,455	4,455 (Co.)	

PPROVAL DATES

REMARKS

-Over-

NCASTER DRIVE-WALKER ROAD SECTION

PROJECT NO. M-1720(1)

24-foot oil surface roadway with 8-foot gravel

n with Lancaster Drive.
surface roadway with 8-foot gravel shoulders.

nder this project consists of preliminary engineering
q preliminary engineering by utility forces for the
necessary to widen the existing facility to provide
adway consisting of 4-12-foot lanes of high-type
eft turn median, 1-foot shy distance to curb, sidewalk/
signal installation.

the preliminary engineering will be performed by Marion
s with review by State forces.

ts, Railroads, Water Developments, Historical and
None involved.

ts: Major action project requiring a negative declaration
A on November 18, 1975.

ts: State Clearinghouse and District 3 Clearinghouse A-95
ters dated January 14, 1976 and January 9, 1976 respectively.

ts:

s--Opportunity for a hearing will be offered.
n--Approval will be requested under separate action

Data for PR-37:

Preliminary Engineering------	Field Work	$29,000
	P.S. & E. Preparation	11,500
	Total	$40,500

Note: (1) This project is in Congressional District No. 2.

(2) The project is included in the SATS Transportation Improvement Project (TIP).

LANCASTER DRIVE-WALKER ROAD SECTION

PROJECT NO. M-1720(1)

Existing Facility: 24-foot oil surface roadway with 8-foot gravel shoulders.

Adjacent Sections:

W. End--Intersection with Lancaster Drive.
E. End--24-foot oil surface roadway with 8-foot gravel shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction necessary to widen the existing facility to provide a 62-foot curbed roadway consisting of 4-12-foot lanes of high-type pavement, 12-foot left turn median, 1-foot shy distance to curb, sidewalk/bikeway and traffic signal installation.

Note: Portions of the preliminary engineering will be performed by Marion county forces with review by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project requiring a negative declaration concurred in by FHWA on November 18, 1975.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated January 14, 1976 and January 9, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.
(b) Location/Design--Approval will be requested under separate action

Data for PR-37:

Preliminary Engineering------Field Work
P.S. & E. Preparation

Total

Note: (1) This project is in Congressional Dis

(2) The project is included in the SATS
Improvement Project (TIP).

101047

CON 21-8t

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Lancaster Drive-W$\overset{a}{i}$lker Road MARION

DATE: January 14, 1976

The state has reviewed your project and reached the following conclusions:

1/16/76
cc: G. L. Green, FHWA
✓F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. H. Hopkins, Co.-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 730

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
MARIE STEPHENS

BEN GIFFORD
12-11-75

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

LOCAL GOVERNMENT RELATIONS DIV

PNRS STATE REVIEW

Project #: 7512 2 730 Due Date: JAN 09 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Division routinely applies for permits needed from the Division of State Lands

Agency Lands By Jan Haley

[illegible]

ICN 21-84
(Marion)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 11, 1975

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, Oregon 97301

FROM George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Lancaster Drive-Walker Road
Silverton Road (MKT Rd. #26), FAUS 1720
Marion County

RECEIVED
STATE HWY ENGR
DEC 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 8, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
F. T. Lacey
Aeronautics Div.

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Lancaster Drive-Walker Road District 3

11 12] PROJECT LOCATION—CITY: Silverton Road (MKT Rd. #26) FAUS 1720 | PROJECT LOCATION—COUNTY: Marion | PROJECT LOCATION [79: SEC: ---- T: 7S R: 3W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of right-of-way,

06 12] grading, paving and incidental work to reconstruct the existing facility to provide [71

07 12] four lanes, a continuous left turn median, sidewalks and bikeway. [71

08 12] (See Attachment) [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,014,000	----	143,000	143,000	----	1,300,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/11/75

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January | 43] DAY [44: 8 | 45] YEAR [46: 1975

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/11/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

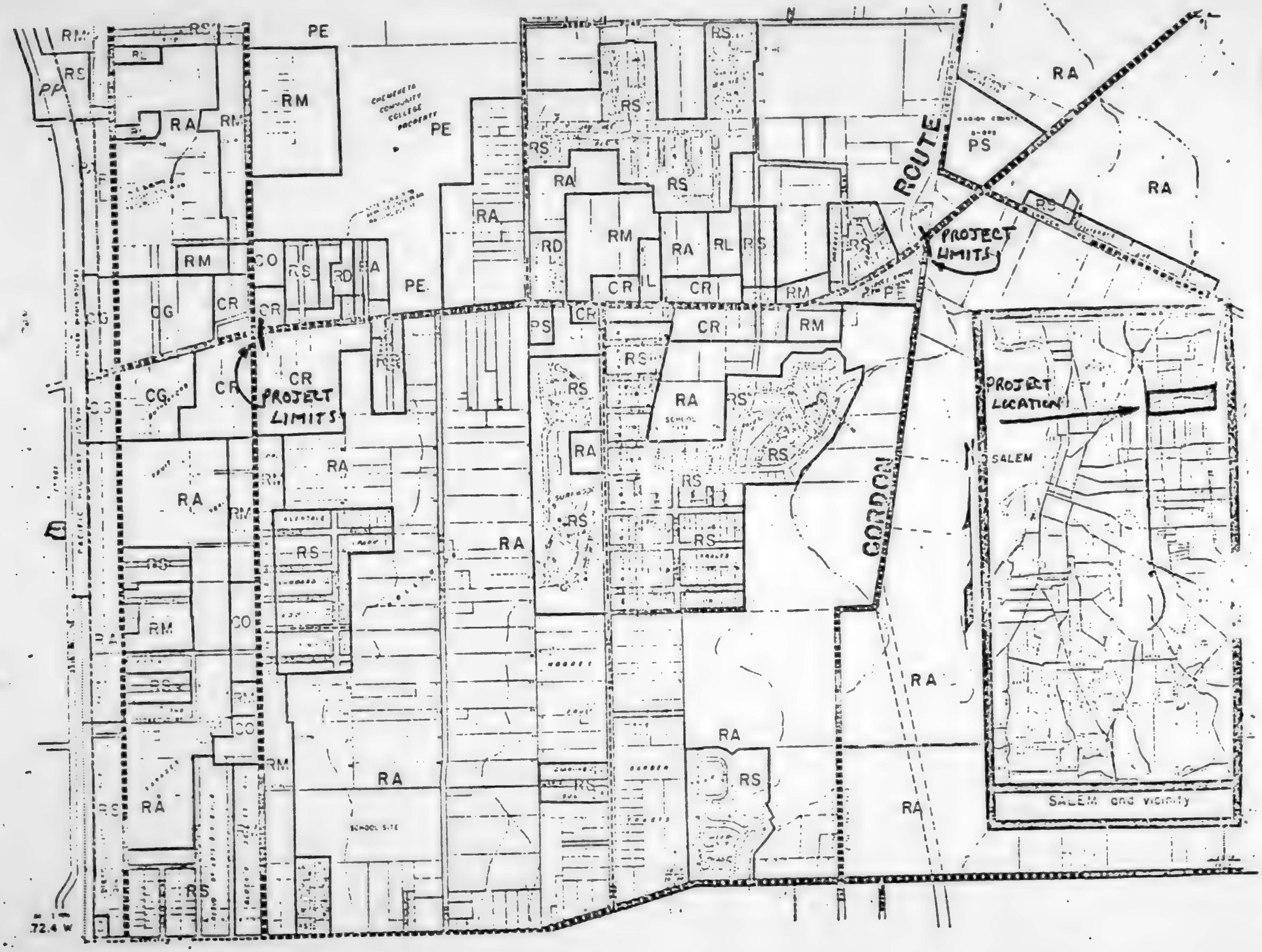
PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of major-nonsignificant environmental impact under Oregon's Action Plan.

This is an Urban System Project included in the 1982 amended Transportation Plan of the Salem Area Transportation Study.

Public hearings will be required.

(See Attachment)


GORDON
ROUTE
PROJECT LIMITS
PROJECT LIMITS
PROJECT LOCATION
SALEM
SALEM and vicinity
CHEMEKETA COMMUNITY COLLEGE PROPERTY
SCHOOL SITE
SCHOOL
PACIFIC HIGHWAY
72.4 W
PP
RS
RM
RL
RA
RD
PE
PS
CO
CG
CR
IL
SG

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 20, 1975

A. PROJECT IDENTIFICATION

M-1720 (-)

Name of Project ~~Silverton Road Widening~~-Lancaster Drive to ~~Cordon Route~~ WALKER ROAD
(Section)

Location of Project - Silverton Road-Market Road No. 26 (Highway Name) Oregon #213 (Highway No., US - ORE)

(City) Marion (County) II (Region)

Program FAUS (Funding) $1.3 Million (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to reconstruct an existing facility to provide four traffic lanes, a continuous left turn median, sidewalks, and bikeway to improve highway capacity and vehicular, bicycle and pedestrian safety.

Origin and History: Silverton Road was established as a Market Road in 1919. It is State Highway #213 and extends beyond project limits connecting the cities of Salem and Silverton and points beyond. The facility was included in the 1982 Amended Transportation Plan of the Salem Area Transportation Study. The SATS was organized in 1961 under direction of the Council of Governments for the Mid-Willamette Valley. (SEE ATTACHMENT - PAGED 1-A)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Approximately 1¼ miles

Termini The Westerly terminus is Easterly of the centerline of Lancaster Drive NE. The Easterly terminus is the intersection of Silverton Road and Fletcher Drive - (East Cordon Route).

Alignment (new or existing) Except for possible minor revisions of centerline location to minimize proximity damage when obtaining needed additional right-of-way, present alignment will be used.

CATEGORY
3 PROJECT

MAJOR - NON SIGNIFICANT

Form (2)9-74

PAGE 1 - A: (Continued)

This has become the official transportation planning agency for the Salem Urbanized area, operating under Federal Highway Acts of 1962 et seq, with the participation of state and local government agencies. Silverton Road, from Lancaster Drive to the East Cordon Route, was included in the 1982 Amended Transportation Plan for the Salem area, adopted by, among others, the Marion County Board of Commissioners, March 20, 1974. The SATS Transportation Improvement Plan, including this project. The SATS Coordinating Committee approved the T.I.P. on July 31, 1975. The Marion County Board of Commissioners were notified of the Coordinating Committee action, August 7, 1975. Marion County Board of Commissioners filed a Federal Aid Urban System Project Request for widening Silverton Road approximately from Lancaster Drive to the East Cordon Route, September 4, 1975.

Over the past four years, the Mean Accident Rate has been 12+ accidents per year, mainly at collector intersections.

Description of Project (con

Right-of-Way (acreage and type of land use) Approximately 2-2/3 acres of land in two-ten-foot wide, but discontinuous strips, as occassioned by varying widths of R/W at subdivision boundaries, in approximately equal widths on each side of the present R/W (SEE PAGE 2A)

Typical Section The Highway cross section will be striped to delineate (2) two 13-ft. travel lanes, (2) two 12-ft. travel lanes and a 12-ft. wide median. A Portland cement concrete curbline sidewalk and planting strip on the south side and a combination curb line sidewalk-bikeway, on opposite side will be provided.

Bikeway A Class II bikeway will be provided on one side sharing with pedestrian traffic, on the north side of the road.

Structures None involved.

Additional Facilities Traffic signing consistent with present safety requirements, median and left turn refuges, plus 3-phase signals at 45th Avenue. A crossing guard at Brown Road is recommended.

Access Control Existing access will remain. New points of access will be subject to Marion County Permit requirements. New residential developments will be designed to avoid direct frontage access on Silverton Road.

Materials Surfacing aggregates will be purchased from commercial sources having adequate present quarry capacity.

Borrow and Waste Disposal Subject to engineering approval, fill materials for any embankment will be obtained from existing local borrow sources. Waste earth or aggregate will be moved to projects requiring the respective types of fill material.

Special Construction Methods No need for special construction methods identified.

Characteristics (ADT) 12,000 projected for 1985 at Lancaster Dr. and (Mile 1.38). Actual count (latest) 1974 - 8,000 at Mile 1.38. At the East Cordon Route, (Mile 2.72) ADT projected at 7,500 for 1985 - actual count - 1974 is 5,600.

Other General Information (or Supplemental information to items) Extension of the four (4) 48" concrete pipe culverts on the West Fork of the Little Pudding River, one (1) 48" concrete pipe culvert at Mile Post 1.15 on an intermittent branch of Claggett Creek and a 58" x 36" corrugated metal pipe culvert at Mile Post .53 on another intermittent branch of Claggett Creek will be required.

Project Sketch Map is Attached: ☒ Yes ☐ No

Right-of-Way: (cont.)

will be required. Present land use on parcels from which right-of-way will be acquired includes commercial, residential, manufacturing, agricultural, public service and public education usage. The various contiguous parcels are zoned accordingly.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternate 1: Construct a 79' wide major arterial capacity street, with planting strip, sidewalk and sidewalk/bikeway combination on alignment of present facility, within an 80' right-of-way.

Alternate 2: No build. This alternative is inappropriate because of insufficient capacity of the present facility to handle present traffic volumes safely. Narrow width of the travel lanes leads to excessive maintenance caused by failure of edges of hard surfaced section of the roadway when heavy vehicles drive on them to avoid encroachment on on-coming vehicles.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) This project was conceived in the SATS. The 1982 Transportation Plan as amended has been constructed with the participation of citizen advisory committees and individual public input. The Salem Area Transportation Study Committees have members from OSHD, City of Salem, Polk County, Marion County, School District 24-J, Mid-Willamette COG, as well as public members.

Public Hearing(s) Schedule: ☐ Not Required ☒ Required

Type Informal, unless formal is requested. Tentative Date(s) Not determined.

A-95 Review: ☐ Not Required ☒ Required

Date Submitted________ Date Received________

Expected Coordination with Local, State and Federal Agencies Consultation with local planning (neighborhood) groups, COG, City of Salem, OSHD agencies, DEQ, LCDC, Forestry, Fish and Wildlife Service, FHWA, EPA, Corps of Engineers, and other interested groups will be on a continuing basis during the project.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Interested parties lists will be prepared. Local citizens action organizations will be alerted to the project, citizens advisory committee will be formed. Publicity in local newspapers may generate some public input, in accordance with the Oregon Action Plan and FHWA directives.

F. STATUS OF PROJECT DEVELOPMENT

OSHD		FHWA	
Status	Date	Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The area is a relatively flat, featureless alluvial terrace of the Willamette Valley. Total relief is less than 20 feet. The deepest stream channel in the easterly portion, is known as the West Fork of the Little Pudding River, which is approximately 3½ feet wide and had a water depth of approx. 4" in September. At westerly and central locations shallow intermittent arms of Claggett Creek provide drainage channels. The area has been cleared for several years and is urbanized to a considerable degree. Indigenous flora and fauna have been largely displaced by domestics. Natural wildlife habitat does not remain in the immediate project confines. Area soils are identified in the "Soil Survey of Marion County Area, Oregon" by the U.S. Dept. of Agriculture, Soil Conservation Service, in cooperation with Oregon Agricultural Experiment Station as the Woodburn-Amity-Willamette Association. Dayton soil is found in narrow fingers confined to the water courses. The almost total absence of Willamette soil in the immediate area indicates possible poorly drained conditions with a tendency to perched water tables. However, a fine aquifer is known to exist at 80-feet or more below the surface of the area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Zoning along the alignment of the project is predominantly commercial, followed by multiple residential, residence agriculture, public school, public service and light industrial, in that order. Usage conforms to zoning in most instances. Some non-conforming use ante-dates zoning. Agriculture is being phased out. No exclusive agriculture zone is included. The Salem Area Comprehensive Plan indicates residential development for land abutting most of the route. Commercial use is indicated near the Lancaster-Silverton Intersection. The East Condon Route forms the eastern limit of the urban growth boundary. Vehicular traffic is the principle source of noise and a major source of air pollution. The area is served by several utilities: Portland General Electric, electric power; Pacific Northwest Bell, telephone; Northwest Natural Gas; Jan Ree Water Co; East Salem

(cont. Pg. 5A)

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Additional right-of-way of approximately 2-2/3 acres in the aggregate will be required. As previously outlined, these parcels will approach the general configuration of a strip 10 feet wide along respective property frontages.

Consequences:

Minimum disturbance of structures is anticipated due to acquisition of additional right-of-way. Some proximity damage may be sustained by six residences and two (2) non-conforming usage commercial establishments in an RA zone. No prior knowledge as to possible arrangements acceptable to affected property owners exists.

2. Estimated Changes in Traffic Patterns:

Traffic patterns will not be altered. Level of service can be expected to improve with the increased capacity of the facility.

Consequences:

Improved traffic flow will result. Better separation of automobile traffic from bicycle and pedestrian traffic will improve safety potentials. Automobile accident rates should be lowered.

Cultural: (Cont.)

Sewer & Drainage District No. 1; Marion County; as well as solid waste collection by Ralph's Sanitation and illumination by Marion County. Use of the thoroughfare by students of Middle Grove Elementary School creates traffic safety hazards during the times they are coming and going to and from school.

Preliminary Assessment of Impacts (cont.)

3. **Estimated Changes in Land Use:**

No changes in land use not already in process or projected can be identified.

Consequences:

No adverse consequences identified. Some acceleration of transition to full development could accompany better and safer access to individual properties. Land use conversion is consistent with the Salem Area Comprehensive Plan.

4. **Expected Adverse Effects on Natural Ecological Resources:**

None identified. The two creeks are not known fish producers and serve primarily as drainage courses.

Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

None identified.

Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

7. **Potential for Controversial Issues:**

The modification of the general character of the contiguous property usages is well advanced. No likelihood of controversy being triggered by improvement of the road can be identified.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans
Within the project limits, air quality will improve in the short run due to increased capacity and decrease of traffic conflicts. The impact on the Silverton Rd.-Lancaster Dr. Intersection, however, is expected to be adverse. The intersection operates at capacity during several periods of the day. Increasing the capacity of Silverton Rd. will increase the back up of traffic

(cont. Pg. 7A)

b. Noise Standards
A noise survey will be made to determine possible excess over established guidelines. The principle noise sensitive receptor now in the area, Middle Grove School, is due to move to a site over 600 feet from Silverton Road in the near time frame. Several residences will experience some noise increase.

c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		X	
Air Quality Engineer		X	
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

Clean Air Implementation Plans: (cont.)

on the eastern leg and contribute to declining air quality in and near the intersection.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☒ Major Action
  ☐ Significant ☒ Non-Significant
☐ Non-Major Action

L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Assessment Only

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

ZONING
SALEM and VICINITY

These Maps Contain Zoning by the Following Jurisdictions:

CITY OF SALEM
Ord. 1-68
As Amended

DISTRICTS

RA Residential Agricultural
RS Single Family
RD Duplex
RL Limited Multi-family
RM Multi-family
RH High Rise
CO Commercial Office
CG Commercial General
CR Commercial Retail
CB Central Business
IC Industrial Commercial
IP Industrial Park
IL Light Industrial
IH Heavy Industrial
PA Public Amusement
PC Cemeteries
PE Public Education
PH Public Hospitals
PP Public Park
PS Public Service
GI Capitol

MARION COUNTY
Ord. 302
As Amended

DISTRICTS

SR Suburban Residential
AR Acreage Residential
RA Residential Agricultural
RAR Suburban Recreation
RS Single Family
RD Duplex
RL Limited Multi-family
RM Multi-family
RH High Rise
EFU Farm
EFU-20 Farm
F Farm
F-20 Farm
F-1 Farm
FR-5 Farm Recreation
CO Commercial Office
CR Commercial Retail
CG Commercial General
CB Central Business
ID Interchange
IC Industrial Commercial
IP Industrial Park
IL Light Industrial
IH Heavy Industrial
PA Public Amusement
PC Cemeteries
PE Public Education
PH Public Hospitals
PP Public Parks
PS Public Service
GI Capitol

POLK COUNTY
Ord. 78
As Amended

DISTRICTS

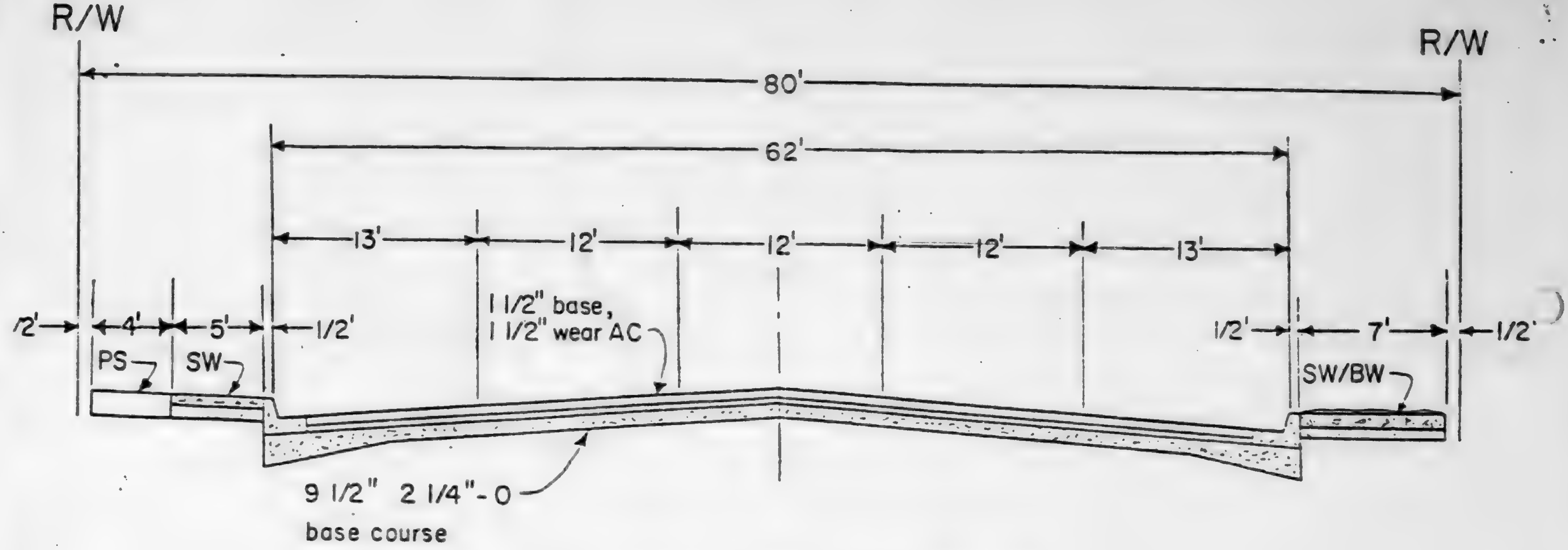
SR Suburban Residential
AR Acreage Residential
AR-5 Acreage Residential
RA Residential Agricultural
RA-MH Residential Agri-Cultural Mobile Home
RAR Residential Agricultural Recreational
RS Single Family
RL Limited Multi-family
RM Multi-family
RH High Rise
EFU Farm
EFU-20 Farm
F Farm
F-20 Farm
F-1 Farm
FR-5 Farm Recreation
TC Timber Conservation
CO Commercial Office
CR Commercial Retail
CG Commercial General
CB Central Business
ID Interchange
IC Industrial Commercial
IP Industrial Park
IL Light Industrial
IH Heavy Industrial
ME Mineral Extraction
PA Public Amusement
PC Cemeteries
PE Public Education
PH Public Hospitals
PP Public Parks
PS Public Service
GI Capitol

LEGEND

▬ ▬ ▬ ▬ CITY LIMITS
▬ ▬ ▬ ▬ ▬ 40' SETBACK
■ ■ ■ ■ ■ 50' SETBACK
■ | ■ | ■ | ■ SETBACK SEE MAP

The scale of these maps is approximately 1" = 800'

For questions concerning determination of ZONE BOUNDARIES, consult official maps in the Mid Willamette Valley Council of Governments' Office, Room 305, Civic Center, Salem, Oregon, Phone 588-6177.


R/W
R/W
80'
62'
13'
12'
12'
12'
13'
1/2'
4'
5'
1/2'
1 1/2" base,
1 1/2" wear AC
1/2'
7'
1/2'
PS
SW
SW/BW
9 1/2" 2 1/4"-0
base course

PROPOSED TYPICAL SECTION

SILVERTON ROAD

Not to scale

10,047

CON 21-8 +
Marion
Sf

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 18, 1975

In reply refer to: 1041B.2/

SUBJECT: Oregon Project M-1720(-)
Lancaster Drive-Walker Road Section
Silverton Road-Market Road No. 26
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's October 24 letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Welsh)(Reg II)

NOTED
R. L. SCHROEDER

RECEIVED
HWY ENGR
NOV 20 '75
REFER TO
Rulien
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☑ File ☐

cy Schroeder

RECEIVED
NOV 20 1975
Office of
State Highway Engineer

10,047

CON 21-85
Marion
Jr.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Requests

AGENDA
OCT 22 1975

4 M

Presented for your consideration at the October 28 meeting will be eight requests for approval of Urban System projects.

The City of Albany is requesting three projects. One is a $85,000 project to construct a modern structure over Periwinkle Creek on Third Avenue. The other two projects are for widening a 0.06-mile section of Queen Avenue and a 0.35-mile section of Waverly Drive at a cost of $170,000 and $200,000 respectively.

The City of Portland's request is for the development of an exclusive bus lane on S.W. Barbur Boulevard. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved of the transfer.

The development of a truck route totaling $177,000 is being requested by the City of St. Helens.

A $40,000 revision to the existing traffic signal at the intersection of Lancaster Drive and State Street is one of two projects being requested by Marion County. Their other request is for a $1,292,000 project to four-lane a 1.25-mile segment of Silverton Road.

The request from Multnomah County is for a $20,000 traffic signal project at the intersection of S.E. Washington Street and 96th Avenue.

Federal Urban System funds for these projects are estimated at $1,820,500 with the State providing approximately $256,750 in match funds and an equal amount being contributed by the involved local units of governments.

NOTED
[illegible] HEAD

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authorization to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. N. Bothman
L. W. Rulien
V. E. Skoog
D. N. Harwell
E. L. Hardt
C. O. Fredrickson
Jack Graham
G. L. Sund

GEZ:scr dpy

MARION COUNTY
Proposed Urban System Project

Lancaster Drive-Walker Road Section
Silverton Road, FAU 1720
Grading, Paving and Signals
1.25 mile
$1,292,000

This project entails all the work and costs to widen and improve Silverton Road from a two-lane road to a four-lane curbed street section with a left-turn median.

Perform all necessary engineering.

Acquire necessary right-of-way.

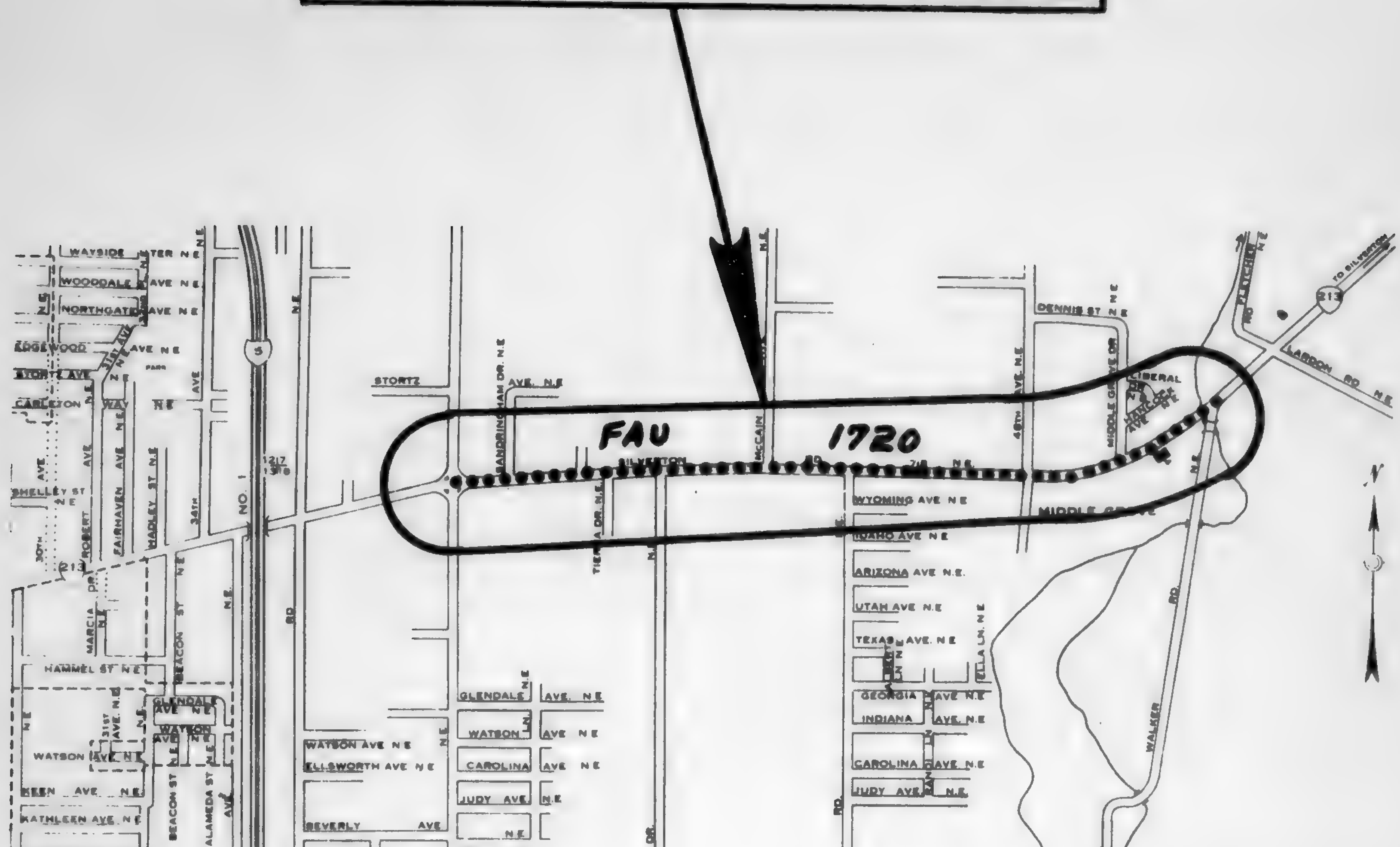
Provide sidewalk/bikeways.

Provide necessary traffic signals.

Provide landscaping.

75-1
10/15/75

PROPOSED F. A. URBAN SYSTEM PROJECT



FAU 1720
SILVERTON RD N.E.
STORTZ AVE. N.E.
WYOMING AVE N.E.
IDAHO AVE N.E.
ARIZONA AVE N.E.
UTAH AVE N.E.
TEXAS AVE N.E.
GEORGIA AVE N.E.
INDIANA AVE N.E.
CAROLINA AVE N.E.
JUDY AVE N.E.
MIDDLE GROVE
DENNIS ST N.E.
LIBERAL
LARDON RD N.E.
TO SILVERTON
213
FLETCHER RD
WALKER RD
WAYSIDE TER N.E.
WOODDALE AVE N.E.
NORTHGATE AVE N.E.
EDGEWOOD AVE N.E.
CARLETON WAY N.E.
SHELLEY ST N.E.
HAMMEL ST N.E.
GLENDALE AVE N.E.
WATSON AVE N.E.
ELLSWORTH AVE N.E.
BEVERLY AVE
WILTON AVE N.E.
JACOBS AVE N.E.
LIVINGSTON
RAWLINS AVE
BRENNA AVE
ROOSEVELT ST N.E.
MADISON ST.
MARKET ST.
BADGER CORNER N.E.
SUNNYVIEW RD. N.E.
COUNTRY LN N.E.
MARIA AVE N.E.
FUTURE RD. N.E.
SWEGLE RD. N.E.
CURTIS ST N.E.
GLENCOE ST N.E.
CYPRESS ST N.E.
WEATHERS ST N.E.
ANITA DR. N.E.
MANOR DR N.E.
ALBERTA AVE N.E.
WINDSOR AVE N.E.
LADD AVE N.E.
ELLIS AVE N.E.
HAWTHORNE AVE
PACIFIC HIGHWAY
FISHER RD
HOLLYWOOD DR.
LANCASTER DR
BROWN RD
HOFFMAN RD
BONDS RD
D ST N.E.

SALEM

POLK-MARION CO., OREGON

10,047

Form E-39 (Rev. 9-71)

DIST. 3
faus

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Lancaster Dr. - Cordon Route

Highway Silverton Road, FAUS 147

County Marion

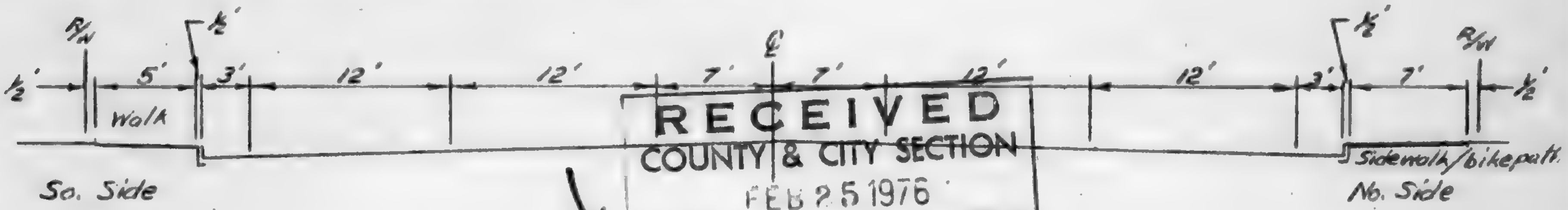
Date 10 - 3 - 1975

Authorization No. 1

Survey Prefix 324 - 1996 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is the intersection of Lancaster Dr. and Silverton Road (M.P. 10.70).
The easterly terminus is the intersection of Silverton Rd. and East Cordan Route (M.P. 11.93).
Total project length is 1.23 miles.



RECEIVED
COUNTY & CITY SECTION
FEB 25 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ OPE ☒ CE ☐ RE ☐ RPE ☐

Purpose of survey: To prepare plans, specifications, and cost estimate to widen Silverton Road to meet requirements for a major arterial. This is a Federal Aid Urban System project.

Estimate of cost:

Field	901	~~35,000~~ 20,000
Citizen Participation	902	1,000
Plans	905	10,000
R/W	909	2,000
Soils	910	1,700
Liaison	913	2,000
Utilities	914	1,000
Location Studies	918	1,000
Proj. Mgt.	920	200
Specifications	921	1,100
Hearings	980	500

M-1720(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . $ ~~40,500~~ 55,500
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
F. E. APPR. 2-17-76
FED. AID FAUS STATE

1985 Marquam Br.-SW Haines Rd. 10,048
Sec. Pacific Hwy. in Portland.
(Gr, pav, str. & ramp meter)

10,048

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-275	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	5-15-89	County Multnomah
MODIFICATION NUMBER 3		Project Number IRG-IR-5-5(94)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 1985, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,490,356.00	$ 2,438,764.00	
Federal funds	$ 2,073,600.00	$ 2,026,031.00	(044)
	241,818.00	241,818.00	(047)
Other revisions			

This modification is made for the following reasons: To deobligate Appn Code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of MAY, 19'89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~XX~~FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 4, 1989

Federal-aid Project No. IRG-IR-5-5(94)293

Marquam Bridge-S.W. Haines Road Section
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 78+00 to Sta. 380+50)

Subtotal from previous estimate of November 21, 1986	$ 1,592,094.00
Decrease in Construction Costs	45,000.00
Subtotal	$ 1,547,094.00
Engineering	161,430.00
Total	$ 1,708,524.00

Type Code X221
Structures (Br. #8197A, #8195A, and #8203B)

Total from previous estimate of November 21, 1986	$ 460,702.00

Type Code Y031
Traffic Signals

Total from previous estimate of November 21, 1986	$ 241,818.00
Length of Project	6.98 mi.

Reserve Used

S.F.O. #2, S.F.O. #10, S.F.O. #12, S.F.O. #13	$ 27,730.00

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	92.22	044	$1,708,524.00	$ 1,575,600.00	$ 132,924.00
Structures	92.22	044	460,702.00	424,859.00	35,843.00
Signals	100.00	047	241,818.00	241,818.00	---
Reserve Used	92.22	044	27,730.00	25,572.00	2,158.00
Total			$2,438,764.00	$ 2,267,839.00	$ 170,925.00

Subjob 011 = 90%; Subjob 021 = 10%
Contract No. 10,048
Prefix: C10048

DCN:bkw

10,048

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
11-65

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-26-86

State: Oregon
County: Multnomah
Project Number: IRG-IR-5-5(94)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,338,581	$ 2,490,356
Federal funds	$ 1,933,633	$ 2,073,600 (044)
	241,818	241,818 (047)
Other revisions		

This modification is made for the following reasons: To include increases in construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of NOV, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 21, 1986

FEDERAL AID PROJECT NO. IRG-IR-5-5(94)293

MARQUAM BRIDGE-S.W. HAINES ROAD SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (STA. 78+00 TO STA. 380+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Concrete Mix	$ 39.00	3,720	$145,080.00	4,572	$178,308.00
Rock Gabions	63.00	594	37,422.00	948	59,724.00
Adjust Manholes	210.00	14	2,940.00	56	11,760.00
Adjust Inlet Frames	200.00	24	4,800.00	59	11,800.00
Furnish Latex-Modified Concrete	225.00	221	49,725.00	306	68,850.00
Remove Ext. Pavement (FA #1)	---	---	---	---	18,600.00
Class 3 Deck Prep (FA #7)	---	---	---	---	42,700.00
Subtotal			$239,967.00		$391,742.00

Increase	$ 151,775.00
Subtotal from estimate of Feb. 25, 1986	1,440,319.00
Subtotal	$1,592,094.00
Engineering	161,430.00
Total	$1,753,524.00

TYPE CODE X221
STRUCTURES (BR. #8197A; #8195A; and #8203B)

Total as on estimate of June 10, 1985 $ 460,702.68

TYPE CODE Y031
TRAFFIC SIGNALS

Total as on estimate of June 10, 1985 $ 241,818.75

Length of Project 6.98 mi.

RETAIN IN RESERVE

Total as on estimate of June 10, 1985 $ 34,312.00

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	92.22	044	$ 1,753,524.00	$ 1,617,099.00	$ 136,425.00
Structures	92.22	044	460,702.00	424,859.00	35,843.00
Signals	100	047	241,818.00	241,818.00	---
Retain in Reserve	92.22		34,312.00	31,642.00	2,670.00
Total			$ 2,490,356.00	$ 2,315,418.00	$ 174,938.00

Group 1 82%; Group 2 18%
Contract No. 10,048
Prefix: 626-1936, 42, 46, 57, and 58
Prefix: C10048
RLC:bkb

10(i) 48

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 2-234
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State Oregon
County Multnomah
Project Number IRG-IR-5-5(94)293

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,189,706	$ 2,338,581
	1,796,341	1,933,633 (044)
Federal funds	$ 241,818	$ 241,818 (047)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBY For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

FUNDS AVAILABLE
SW DATE FEB 27 1986

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 25, 1986

FEDERAL AID PROJECT NO. IRG-IR-5-5(94)293

MARQUAM BRIDGE-S.W. HAINES ROAD SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (STA. 78+00 TO STA. 380+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Temporary Concrete Barriers Reflectorized	$ 20.00	2,975	$59,500.00	8,925	$178,500.00	
Moving Temporary Concrete Barriers	5.00	5,625	28,125.00	11,600	58,000.00	
			$87,625.00		$236,500.00	
					Increase	$ 148,875.00
			Subtotal from estimate of June		10, 1986	1,291,444.00
					Subtotal	$1,440,319.00
					Engineering	161,430.00
					Total	$1,601,749.00

TYPE CODE X221
STRUCTURES (BR. #8197A; #8195A; and #8203B)

Total as on estimate of June 10, 1985	$ 460,702.68

TYPE CODE Y031
TRAFFIC SIGNALS

Total as on estimate of June 10, 1985	$ 241,818.75

Length of Project	6.98 miles

RETAIN IN RESERVE

Total as on estimate of June 10, 1985	$ 34,312.00

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	92.22	044	$1,601,749.00	$ 1,477,132.00	$ 124,617.00
Structures	92.22	044	460,702.00	424,859.00	35,843.00
Signals	100	047	241,818.00	241,818.00	---
Retain in Reserve	92.22		34,312.00	31,642.00	2,670.00
Total			$2,338,581.00	$ 2,175,451.00	$ 163,130.00

Group 1 82%; Group 2 18%
Contract No. 10,048
Prefix: 626-1936, 42, 46, 57, and 58
Prefix: C10048
Appn Codes: 044 & 047
RLC:bkb

10,048

STATE COPY t

TO BE COMPLETED BY FHWA 6-151	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-13-85	STATE Oregon COUNTY Multnomah PROJECT NO. IRR-IR-5-5(84)293

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, "Marquam Br.-S.W. Haines Rd. Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-17-85	6.98
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,189,706.00	$ 1,796,341.00 044 241,818.00 047

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Jerry Potts

Manager, Program Section
(Title)

XXX For: W.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 13 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 10, 1985

FEDERAL AID PROJECT NO. IRG-IR-5-5(94)293

MARQUAM BRIDGE-S.W. HAINES ROAD SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. 78+00 to Sta. 380+50)

Mobilization	Lump Sum	All	Lump Sum	$ 178,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	80,000.00
Temporary Signs	Sq. Ft.	1,760	7.50	13,200.00
Temporary Barricades	Each	40	150.00	6,000.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	2,975	20.00	59,500.00
Moving Temporary Concrete Barriers	Lin. Ft.	5,625	5.00	28,125.00
Temporary Plastic Safety Markers	Each	225	62.00	13,950.00
Temporary Reflective Pavement Markers	Each	725	3.25	2,356.25
Sequential Arrow Signs	Each	8	2,500.00	20,000.00
Flaggers	Hour	800	15.00	12,000.00
Portable Changeable Message Signs	Each	2	16,000.00	32,000.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	70,500.00
General Excavation	Cu. Yd.	1,900	15.00	28,500.00
Cold Plane Pavement Removal	Sq. Yd.	218,000	0.52	113,360.00
Trench Excavation	Cu. Yd.	182	5.00	910.00
Furnishing and Placing Topsoil	Cu. Yd.	184	13.00	2,392.00
Watering	M-Gal.	50	20.00	1,000.00
Structure Excavation	Cu. Yd.	466	9.00	4,194.00
1"-0 Aggregate Base	Ton	3,800	10.20	38,760.00
Class "C" Asphalt Concrete Mixture	Ton	3,720	39.00	145,080.00
Asphalt Cement in Mixture	Ton	223	175.00	39,025.00
Hydrated Lime in Mixture	Ton	37	1.00	37.00
36-inch Culvert Pipe	Lin. Ft.	5	125.00	625.00
8-inch Storm Sewer Pipe	Lin. Ft.	44	11.00	484.00
12-inch Storm Sewer Pipe	Lin. Ft.	246	11.00	2,706.00
18-inch Storm Sewer Pipe	Lin. Ft.	32	13.00	416.00
Portland Cement Concrete in Sewers	Cu. Yd.	1	325.00	325.00

Concrete Manholes	Each	2	1,350.00	2,700.00
Concrete Inlets, Type "G"	Each	1	450.00	450.00
Concrete Inlets, Type "G-2"	Each	4	515.00	2,060.00
Concrete Inlets, Type "CG-2"	Each	4	500.00	2,000.00
Concrete Inlets, Type "D"	Each	2	505.00	1,010.00
6-inch Drain Pipe	Lin. Ft.	680	6.00	4,080.00
Gravel in Drains	Cu. Yd.	88	15.00	1,320.00
Guard Rail, Type 2A	Lin. Ft.	575	13.00	7,475.00
Guard Rail, Type 3	Lin. Ft.	75	44.00	3,300.00
Guard Rail Anchors, Type 1 Modified	Each	3	350.00	1,050.00
Rail End Pieces, Type B	Each	1	60.00	60.00
4' x 60" Single Gates	Each	2	300.00	600.00
6-inch Concrete Surfacing	Sq. Yd.	134	17.00	2,278.00
Concrete Curbs, Type C	Lin. Ft.	936	6.00	5,616.00
Concrete Barrier	Lin. Ft.	8,546	16.00	136,736.00
Impact Attenuator, Hi-Dro Cushion Cells	Each	1	19,000.00	19,000.00
Drainage Curbs	Lin. Ft.	32	5.00	160.00
Rock Gabions	Cu. Yd.	594	63.00	37,422.00
Adjusting Manholes	Each	14	210.00	2,940.00
Reconstructing Manholes	Each	2	700.00	1,400.00
Adjusting Inlets	Each	34	280.00	9,520.00
Adjusting Inlet Frames	Each	24	200.00	4,800.00
Capping Inlets	Each	3	160.00	480.00
Mono-Directional Crystal Type I Markers	Each	2,500	2.50	6,250.00
White Type II Markers	Each	10,000	1.40	14,000.00
24-inch Plastic Glare Shield Blades	Each	1,200	16.35	19,620.00
Reflectors	Each	244	10.50	2,562.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	4,300.00
Sign Support Footings (92 C.Y. @ $275)	Lump Sum	All	Lump Sum	15,000.00
Exit Number Sign Supports	Lump Sum	All	Lump Sum	250.00
Sign Bridge Sta. 123+72 (40,200# @ $1.25)	Lump Sum	All	Lump Sum	48,900.00
Type "AA" Signs in Place	Sq. Ft.	654	19.00	12,426.00
Type "D" Signs in Place	Sq. Ft.	47	12.00	564.00
Type "M" Signs in Place	Sq. Ft.	20	10.00	200.00
Type "R" Signs in Place	Sq. Ft.	27	10.00	270.00
				$1,264,244.25

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,000.00
Temporary Pavement Striping	All Required	4,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	18,600.00

Roadside Seeding & Mulching	All Required		600.00
			$ 27,200.00
			$1,291,444.00
	Engineering		161,430.00
	Total		$1,452,874.00

TYPE CODE X221
STRUCTURES (Br. #8197, #8195A, & #8203B)

STRUCTURES
BRIDGE NO. 8195A

Class 1 Preparation	Sq. Yd.	2,726	6.50	$ 17,719.00
Furnish Latex-Modified Concrete	Cu. Yd.	133	225.00	29,925.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	2,726	7.00	19,082.00

BRIDGE NO. 8197A

Class 1 Preparation	Sq. Yd.	4,549	6.50	29,568.50
Furnish Latex-Modified Concrete	Cu. Yd.	221	225.00	49,725.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	4,549	7.00	31,843.00

BRIDGE NO. 8203B

Bridge Removal Work	Lump Sum	All	Lump Sum	16,350.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	2,550.00
Structure Excavation	Cu. Yd.	100	10.00	1,110.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	10,000.00
Furnish Cost-in-Place Piling	Lin. Ft.	640	13.00	8,320.00
Drive Steel Pile Shells	Lin. Ft.	640	2.00	1,280.00
Structural Concrete, Class 3300 (115 C.Y. @ $220)	Lump Sum	All	Lump Sum	75,000.00
Structural Concrete, Class 4500 (84 C.Y. @ $240)	Lump Sum	All	Lump Sum	23,000.00
Reinforcement (32,200# @ $.42)	Lump Sum	All	Lump Sum	13,260.00
Coated Reinforcement (15,800# @ $.60)	Lump Sum	All	Lump Sum	9,950.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	80	58.00	4,640.00
Class 1 Preparation	Sq. Yd.	1,864	6.50	12,116.00
Class 2 Preparation	Sq. Yd.	3	200.00	600.00
Furnish Latex-Modified Concrete	Cu. Yd.	91	225.00	20,475.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	1,864	7.00	13,048.00
Concrete Bridge Rail	Lin. Ft.	334	33.00	11,022.00

Slope Paving	Sq. Yd.	166	35.00	5,810.00
Slope Paving Curbs	Lin. Ft.	208	15.00	3,120.00
		Subtotal		$ 409,513.50
		Engineering		51,189.[illegible] 50
		Total		$ 460,702.[illegible] 00

TYPE CODE Y031
TRAFFIC SIGNALS

Ramp Meter Installation, Complete	Lump Sum	All	Lump Sum	$ 145,000.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	50,000.00
				$ 195,000.00

ANTICIPATED ITEMS

Signal Controller Testing	All Required	$ 14,350.00
State Furnished Prom & Program	All Required	5,600.00
		$ 19,950.00
	Subtotal	$ 214,950.00
	Engineering	26,868.~~75~~ 00
	Total	$ 241,818.~~75~~ 00

Length of Program ------------------- 6.98 mi.

RETAIN IN RESERVE

State Furnished Recording Equip.	All Required	$ 15,000.00
Replant Disturbed Plant Beds	All Required	6,000.00
Move Luminaires	All Required	1,000.00
Replace Traffic Counter Loops	All Required	8,500.00
	Subtotal	$ 30,500.00
	Engineering	3,812.00
	Total	$ 34,312.00

SUMMARY OF FUNDS

DESCRIPTION	PRO-RATA	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	92.22	044	$1,452,874.00	$1,339,840.00	$113,034.00
Structures	92.22	044	460,702.00	424,859.00	35,843.00
Signals	100	047	241,818.00	241,818.00	---
Retain in Reserve	92.22	044	34,312.00	31,642.00	2,670.00
TOTAL			$2,189,706.00	$2,038,159.00	$151,547.00

Group 1: 82%; Group 2: 18%
Contract No. 10,048
Prefix: 626-1936, 42, 46, 57, & 58
Prefix: 626-1021

Appn Codes 044 & 047

DDB:RDF:pf:bkb

BW ✓: OSHD (Kullen)

10,

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
JAN 4 '88
REFER TO
Dr Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NUMBER 10	REPORT NUMBER 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT November 25, 1987	REPORT MADE BY Michael E. Cribb, Highway Engineer Trainee		PROJECT NO. IRG-IR-5-5(94)293
COMPLETION DATE September 4, 1987	ACCEPTANCE DATE BY CONTRACT AGENCY July 15, 1987	TIME ELAPSED 134 %	CONTRACT TIME 200 C. D.
APPROVED EXTENSIONS	LOCATION		1/7

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

MARQUAM BRIDGE - S. W. HAINES RD.
PACIFIC HIGHWAY
Cold Planing, Paving, Structures & Ramp Meters

The project involved cold planing I-5 between the Marquam Bridge and S. W. Haines Road to restore the roadway cross section. Three structures were overlaid with latex modified concrete while one bridge was widened. Some paving was also performed under the contract.

The contract was awarded to Ross Bros. Construction, Inc. on May 22, 1985. Work began on June 10, 1985 and was completed on September 4, 1986. An early completion incentive was added to the contract for the on-road portion of the work. The contractor was awarded $217,000 for finishing the on-road work ahead of schedule. However, the off-road poriton of the work was not completed until the contractor had overrun the 200 calendar day completion time by 68 days.

A 30 day time extension was granted and liquidated damages were charged for 38 days. The final project cost overran the original authorization of $2,189,706 by fourteen percent. Underestimation of quantities for temporary concrete barrier, class "C" asphalt concrete, rock gabions, class 3 deck preparation, latex modified concrete and manhole adjustment contributed to the overrun. The early completion incentive also contributed to the overrun.

The contract work has been satisfactorily completed and acceptance is recommended.

###MEC###

NOTED
W. E. SCHWARTZ

***NOTE:** Note applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Michael E. Cribb		SIGNATURE	
TITLE Highway Engineer Trainee	DATE 12-31-87	TITLE District Engineer A	DATE 12/31/87

FORM FHWA 1446B (Rev 1-87) PREVIOUS EDITIONS MAY BE USED.

[illegible]

October 28, 1987

CON 5 - 9633
9905
9762
9867
9541
9875
10,001
10,048 ✓

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid, As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

Washington State
Department of Transportation
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentson
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

Glenn E Hambrick

GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY OF STATE

BARBARA ROBERTS
SECRETARY OF STATE

PUBLIC RECORDS DIVISION
JANET M. SULLIVAN
DIRECTOR

143 STATE CAPITOL
SALEM, OREGON 97310-0722

ADMINISTRATIVE RULES — (503) 378-4339
NOTARY PUBLIC — (503) 378-4724
PUBLIC RECORDS — (503) 378-2971
UNIFORM COMMERCIAL CODE — (503) 378-4146

October 19, 1987

Washington State Dept. of Trans.
Transportation Bldg.
Olympia, WA 98504

Dear Glenn Hambrick:

Per our phone conversation today I am sending you print-outs of the Notice of Claims we have on file against Ross Bros. Construction, Inc. for the years 1986 and 1987.

If you have any questions or need additional information, please feel free to contact me.

Sincerely,

Robin L. Zelmer

Robin L. Zelmer
Public Records Officer

Encl.

OCT 21 1987

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 — Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 — Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 — Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

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ATEGORY   NOTICE OF CLAIM PAID
MOUNT     $41,418
Y         Coral Sales Co.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 20, 1986
ILENUM    CL 1986-0082
EMARKS    Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
             DOCUMENT=       7 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $22,414.94 plus interest
Y         J. C. Drilling & Contracting Co.
GAINST    Ross Bros. Construction Co.
URETY     Safeco Ins. Co. of America
ILED      March 13, 1986
ILENUM    CL 1986-0113
EMARKS    Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          Willamina-Salem Hwy., Polk & Marion Co.'s.
             DOCUMENT=       8 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $21,066.40
Y         Mocon Corp.
GAINST    Ross Brothers Construction, Inc.
URETY     Safeco Ins. Co.
ILED      February 14, 1986
ILENUM    CL 1986-0076
EMARKS    Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid
          road in Umatilla Co.
             DOCUMENT=       9 OF       33
ATEGORY   NOTICE OF CLAIM - PAID
MOUNT     $15,684
Y         Northwest Pipe & Casing
GAINST    Ross Bros. Construciton, Inc.
URETY     Safeco Ins. Co. of America
ILED      February 20, 1986
ILENUM    CL 1986-0081
EMARKS    Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc
          Hwy., Umatilla Co.
             DOCUMENT=      10 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $582
Y         Platt, Ron Mfg., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      February 12, 1986
ILENUM    CL 1986-0071
EMARKS    Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif
          Hwy., Marion Co.
             DOCUMENT=      11 OF       33
ATEGORY   NOTICE OF CLAIM
MOUNT     $3,078.44
Y         Associated Sand & Gravel Co., Inc.
GAINST    Ross Bros. Construction, Inc.
URETY     Safeco Ins. Co. of Amer.
ILED      April 25, 1986

FILENUM    CL 1986-0167
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
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SEARCH - QUERY
00005 ROSS.AGAINST. AND NOTICE AND 1986

DOCUMENT= 1 OF 33

CATEGORY	NOTICE OF CLAIM
AMOUNT	$28,445.05 including all credits
BY	B & B Concrete
AGAINST	Ross Bros. Construction, Inc.
SURETY	Safeco Ins. Co. of Amer.
FILED	January 27, 1986
FILENUM	CL 1986-0039
REMARKS	Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge, Ferry-Ontario Hwy.

DOCUMENT= 2 OF 33

CATEGORY	NOTICE OF CLAIM
AMOUNT	See Remarks *
BY	Jo Von Concrete Pumping
AGAINST	Ross Bros. Construction, Inc.
SURETY	Safeco Ins. Co. of Amer.
FILED	January 27, 1986
FILENUM	CL 1986-0045
REMARKS	Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge & U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co $4,793.50.

* $6,175.25 Contract 9875
* $4,793.50 Contract 10,001
$ 331.53 late charge for both contra

DOCUMENT= 3 OF 33

CATEGORY	NOTICE OF CLAIM - PAID
AMOUNT	$7,570.36
BY	AGC-Operating Engineers Local 701 Trust Funds
AGAINST	Ross Bros. Construction Co., Inc.
SURETY	Safeco Ins. of Amer.
FILED	January 6, 1986
FILENUM	CL 1986-0009
REMARKS	Job: Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa Hwy., Umatilla Co.

DOCUMENT= 4 OF 33

CATEGORY	NOTICE OF CLAIM - PAID
AMOUNT	$7,868
BY	AGC-Operating Engineers Local 701 Trust Funds
AGAINST	Ross Bros. Construction, Inc.
SURETY	Safeco Ins. Co. of Amer.
FILED	February 10, 1986
FILENUM	CL 1986-0065
REMARKS	Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc Hwy., Umatilla Co.

DOCUMENT= 5 OF 33

CATEGORY	NOTICE OF CLAIM
AMOUNT	$3,292
BY	Barrier West
AGAINST	Ross Bros. Construction, Inc.
SURETY	Safeco
FILED	March 21, 1986
FILENUM	CL 1986-0125
REMARKS	Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge & U'Xing sec., Oregon-Washington Hwy., Umatilla Co.

DOCUMENT= 6 OF 33

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AMOUNT     $30,400
BY         Dywidag Systems International, USA, Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0193
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
           sec., McNary Hwy., Umatilla Co.
               DOCUMENT=       18 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $14,514.25
BY         Pendleton Ready Mix Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      May 20, 1986

           CL 1986-0208
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               DOCUMENT=       19 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,304.20
BY         Riedel International, Inc. dba Western Pacific Construction
           Materials Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0196
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
           sec., Pacific Hwy., Multnomah Co.
               DOCUMENT=       20 OF       33
CATEGORY   NOTICE OF CLAIM - PAID
AMOUNT     $2,137.88
BY         Hogan Mfg., Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0238
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec.
           Pacific Hwy., Multnomah Co.
              Satisfied: September 17, 1986.
               DOCUMENT=       21 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $270
BY         Lunceford, Murry
AGAINST    Ross Bros. Construction Co.
SURETY     Safeco Ins. Co.
FILED      July 17, 1986
FILENUM    CL 1986-0252                         10 [illegible]
REMARKS    Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv
           Multnomah Co.
               DOCUMENT=       22 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,607.08
[illegible]  Umatilla Ready-Mix, Inc.
[illegible]INST    Ross Bros. Construction, Inc.

SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0241
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
           Hwy., Umatilla Co.
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DOCUMENT- 23 OF 33
CATEGORY NOTICE OF CLAIM [illegible]
AMOUNT $16,773.96
BY Umatilla Ready-Mix, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED August 11, 1986
FILENUM CL 1986-0268
REMARKS Job: Hwy Div Contr
Amended: $3,507.63 pd. on account, filed September 10, 1986.
Amended: $7,000 pd, on account, filed October 9, 1986.
33
CATEGORY NOTICE OF CLAIM - PAID
AMOUNT $27,703.50
BY United Steel Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED June 3, 1986
FILENUM CL 1986-0225
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M Hwy., Umatilla Co.

DOCUMENT- 25 OF 33
CATEGORY NOTICE OF CLAIM - PAID
AMOUNT $4,633
BY Westland Irrigation Dist.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED June 3, 1986
FILENUM CL 1986-0226
REMARKS Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M Hwy., Umatilla Co.

DOCUMENT- 26 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $5,640
BY Hardt, Edwin L.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED October 9, 1986
FILENUM CL 1986-0304
REMARKS Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.

DOCUMENT- 27 OF 33
CATEGORY NOTICE OF CLAIM
AMOUNT $2,249.90
BY Progress Quarries, Inc.
AGAINST Ross Bros. Construction, Inc.
SURETY Safeco Ins. Co. of America
FILED August 22, 1986
FILENUM CL 1986-0272
REMARKS Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.

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         sec., Pacific Hwy., Multnomah Co.
             DOCUMENT=      28 OF       33
CATEGORY NOTICE OF CLAIM
AMOUNT   $1,214.98
BY       B & M Construction Equipment Co.
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of Amer.
FILED    November 17, 1986
FILENUM  CL 1986-0335
REMARKS  Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge,
         Pendleton.
             DOCUMENT=      29 OF       33
CATEGORY NOTICE OF CLAIM
AMOUNT   $2,057.12
BY       Ross Machine & Iron Works, Inc.
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of America
FILED    November 13, 1986
FILENUM  CL 1986-0332
REMARKS  Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
         Hwy., Umatilla Co.
             DOCUMENT=      30 OF       33
CATEGORY NOTICE OF CLAIM-PAID
AMOUNT   $41,523.70
BY       A-1 Sandblasting & Steam Cleaning Co.
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of America
FILED    October 30, 1986
FILENUM  CL 1986-0318
REMARKS  Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
         sec., Willamina-Salem Hwy., Polk & Marion Co.'s.
             DOCUMENT=      31 OF       33
CATEGORY NOTICE OF CLAIM
AMOUNT   $51,278.14
BY       Pendleton Ready Mix Co.
AGAINST  Ross Bros. Construction
SURETY   Safeco Ins. Co. of Amer.
FILED    December 9, 1986
FILENUM  CL 1986-0347
REMARKS  Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin
         Project.
            Amended: December 18, 1986, in amt. of $5,238.50.
             DOCUMENT=      32 OF       33
CATEGORY NOTICE OF CLAIM
AMOUNT   $1,948
BY       Tri-State Concrete Pumping
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of Amer.
FILED    December 29, 1986
FILENUM  CL 1986-0362
REMARKS  Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP
         U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             DOCUMENT=      33 OF       33
CATEGORY NOTICE OF CLAIM
AMOUNT   $17,550.63
BY       Wildhorse Contracting
AGAINST  Ross Bros. Construction, Inc.
SURETY   Safeco Ins. Co. of America
FILED    October 28, 1986
FILENUM  CL 1986-0316
REMARKS  Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
         Hwy., Umatilla Co.
R0601 * END OF DOCUMENTS IN LIST -- ENTER RETURN OR ANOTHER COMMAND.
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SEARCH - QUERY
00003 ROSS.AGAINST. AND NOT[illegible]E AND 1987

                 DOCUMENT=        1 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $4,668.71
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 28, 1987
FILENUM   CL 1987-0021
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River
          (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-
          Washington Hwy., Umatilla Co.
                 DOCUMENT=        2 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $6,044.78
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     February 4, 1987
FILENUM   CL 1987-0030
REMARKS   Job: Hwy. Div. Contract No. 10001, Powerline Rd.,
          Bridge Rd. sec. of McNary Hwy., Umatilla Co.
                 DOCUMENT=        3 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,500.75 plus interest
BY        Hutchinson, Ray dba Columbia Western Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 13, 1987
FILENUM   CL 1987-0010
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-
          Bridge Rd. sec., McNary Hwy., Umatilla Co.
                 DOCUMENT=        4 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $201,173.01
BY        Wildhorse Contracting, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     March 4, 1987
FILENUM   CL 1987-0046
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr.
          (Riverside) Bridge & UPPR U'Xing sec., Oregon-
          Washington Hwy., Umatilla Co.
                 DOCUMENT=        5 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,436.48
BY        Progress Quarries, Inc.
AGAINST   Ross Brothers Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 18, 1987
FILENUM   CL 1987-0070
REMARKS   Job: Contract No. 10048, work of supplying rock & delivering it
          to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy.,
          Multnomah Co.
          DOCUMENT=        12 OF        33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $14,395.62
BY        Cascade Construction Co., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     April 25, 1986
FILENUM   CL 1986-0169
REMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec.,
          Pacific Hwy., Marion Co.
          DOCUMENT=        13 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,668.72
BY        Coral Sales Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 20, 1986
FILENUM   CL 1986-0205
REMARKS   Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec.,
          Coos Bay-Roseburg Hwy., Douglas Co.
          DOCUMENT=        14 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,879.09
BY        Rowell & Wickersham Contractors, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 30, 1986
FILENUM   CL 1986-0220
REMARKS   Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-
          Dayton Hwy., Yamhill Co.
          DOCUMENT=        15 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,089.55
BY        Star Rentals & Sales
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 30, 1986
FILENUM   CL 1986-0221
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
            Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
          DOCUMENT=        16 OF        33
CATEGORY  NOTICE OF CLAIM- NOT FOUND in Comm files
AMOUNT    $21,428.21
BY        Davis, Henry G. dba Treasure Valley Rebar
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     April 14, 1986
FILENUM   CL 1986-0149
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).
          DOCUMENT=        17 OF        33
CATEGORY  NOTICE OF CLAIM
```

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                  DOCUMENT=        6 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $4,287.21
BY        Continental Telephone Co. of the NW
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co.
FILED     August 3, 1987

          CL 1987-0084
REMARKS   Job: Contract No. 9762, Construction of the Palmer Creek Bridge.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
```

10,048

August 18, 1987

COM 5 - #10,048

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Attention: Terry Guisinger

This is in response to your letter of August 10, 1987, concerning final payment on Contract No. 10,048 for work on the Marquam Bridge-S.W. Haines Road Section of the Pacific Highway in Multnomah County.

I am referring your letter to Bryant Jackmond in our Construction Office for his information.

Fran Neavoll
COMMISSION SERVICES

bc: Bryant Jackmond

FKN:cc

10,048

STATE OF OREGON Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10048

TO: Commission Services

DATE: July 15, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10048, On Site Work Substantially Completed September 4, 1986

All Work Completed February 24, 1987

Project Marquam Bridge-SW Haines Road

Highway Pacific

County Multnomah

Type of Work Grade, Pave, Structures & Ramp Metering

Contractor Ross Bros. Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-17-87 - Surety letter written.

RECEIVED
JUL 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,048

A-1 SANDBLASTING & STEAM CLEANING CO.

Sandblasting - Steam Cleaning - Industrial Painting of

- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N.E. Portland Highway • Portland, Oregon 97218

281-7353

June 30, 1987

State of Oregon Department of Transportation
Highway Division
Commission Services
Transportation Building
Salem, Oregon 97310

RE: OSHD 10048 - Marquam Br. - SW Haines Rd.

Dear Sir:

This is to give notice that on the above project we have a delinquent amount of $1,179.41 for force account work done for Ross Bros. Construction, Inc. What is the pay status for this job to Ross Bros. Construction, Inc.?

Sincerely,

Harlin Cornett
Harlin Cornett, President

HC/bb

Bruce [illegible]
[illegible]

7/6/87
called Harlin &
advised per Bruce W
that acceptance final
payment rel. in a
few weeks -
fran

RECEIVED
JUL - 1 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,048

June 4, 1987

CON 5 - 10,048

Cynthia A. Vail
Law Office
P. O. Box 23414
Tigard, OR   97223

As requested, attached is a copy of the performance bond covering Contract No. 10,048 with Ross Bros. Construction, Inc., for work on the Marquam Bridge-SW Haines Road Section of the Pacific Highway in Multnomah County.

Also, attached for your information is a copy of the law outlining the claim filing procedure, in case you need it.

Fran Neavoll
COMMISSION SERVICES

Attachments

FKN:slp

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

PATRICK J. FURRER
MICHAEL J. SCOTT
MARCIA L. JORY
CYNTHIA A. VAIL

AREA CODE 503
TELEPHONE 620-4540

May 11, 1987

Dept. of Transportation
Transportation Building
Salem, OR 97310

Re: Ross Brothers Construction, Inc.
Bond No. 4370247
Surety: Safeco Insurance Co. of America
Our Client: Coast Crane Equipment Co.

Dear Ladies & Gentlemen:

I would appreciate receiving a photocopy of the applicable bond in regard to the above-referenced matter.

A review of my file as the date of this correspondence indicates that the aforesaid copy has not yet been received. Moreover, Coast Crane Equipment Co., has yet to be paid. Prior to filing an action for their recoveries for sums due and payable to Coast Crane Equipment Co., I would appreciate the opportunity to review the bond.

Sincerely,

Cynthia Vail

Cynthia A. Vail

CAV:df
cc: Coast Crane Equipment Co.

RECEIVED
MAY 12 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
MAY 12 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

10,048

May 6, 1987

Williams, Fredrickson, Stark
and Weisensee, P.C.
Attorneys and Counselors at Law
1600 S.W. Fourth Ave., Suite 775
Portland, OR 97201-5578

CON 5 - 10,048

Attention: Frederic Cann

We have received the claim notice dated April 9, 1987, from Progress Quarries, Inc., filed against the following Highway Division contract:

FILED BY:	Progress Quarries, Inc.
AMOUNT:	$2,436.48
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR)	Ross Bros. Construction, Inc.
CONTRACT NO:	10,048
PROJECT:	Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County
SURETY:	Safeco Insurance Co. of America

Under Oregon law, you will need to file this claim direct with the Secretary of State and the prime contractor. The Secretary of State's address is 143 Capitol Building, Salem, OR 97310. We will advise the surety of the receipt of this claim.

Please advise this office when your client's claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

NOTED ON CARD
5-6-87 slp

Fran Neavoll
COMMISSION SERVICES

Attachment

cc: Safeco Insurance Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

Ross Bros. Constrn., Inc.
3501 Brooklake Road, North
Salem, OR 97303

bbc: Bryant Jackmond

FKN:slp

OREGON PUBLIC WORK BOND CLAIM NOTICE

TO: Ross Brothers Construction, Inc., 3501 Brook Lake Road, North, Salem, Oregon 97303

TO: Oregon Department of Transportation, Transportation Building, Salem, Oregon 97301.

Re: Contract 10048

Notice is hereby given that the undersigned Progress Quarries, Inc. has a claim for crushed rock, and delivery of crushed rock, interest and finance charges in the sum of $2,436.48 against the bond taken from Safeco Insurance Company of America, surety and Ross Brothers Construction, Inc., principal, for the work of supplying such rock and delivering such rock to project at Marquam Bridge, Southwest Haines Road Section, Pacific Highway, Multnomah County. Such material or labor was supplied to Ross Brothers Construction, Inc.

Dated this 9th day of April, 1987.

PROGRESS QUARRIES, INC.

By Frederic E. Cann
Attorney for Progress Quarries, Inc.

WILLIAMS, FREDRICKSON, STARK,
AND WEISENSEE, P.C.
ATTORNEYS AND COUNSELORS AT LAW
1600 SOUTHWEST FOURTH AVENUE, SUITE 775
PORTLAND, OREGON 97201-5578

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

No. P 610-513-245 (Ross Brothers)

No. P 610-513-242 (ODOT)

RECEIVED
APR 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,048

April 8, 1987

CON 5 - #10,048

Furrer & Scott
Law Offices
P.O. Box 23414
Tigard, OR 97223

Attention: Cynthia Vail

We have received a Notice of Claim dated March 12, 1987, from Coast Crane & Equipment Co. against the following Highway Division contract:

FILED BY:	Coast Crane & Equipment Co.
AMOUNT:	$1,303.10 together with interest and attorney fees
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	10,048
PROJECT:	Marquam Bridge-SW Haines Road Section, Pacific Highway, Multnomah County
SURETY:	Safeco Insurance Company of America

Please advise this office when your client's claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
4-8-87cc

bc: Bryant Jackmond

FKN:cc

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

PATRICK J. FURRER
MICHAEL J. SCOTT
MARCIA L. JORY
CYNTHIA A. VAIL

AREA CODE 503
TELEPHONE 620-4540

CE ...... [✓ CAE] ......
COE ...... OM ......
OE ......
CA ......
CAM ......
EEO ......
RECEIVED
MAR 16 1987
CONSTRUCTION SECTION
SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC
GCS ......
FILE ......

March 12, 1987

CERTIFIED MAIL, Receipt No. P510 748 872
RETURN RECEIPT REQUESTED

Clerk or Auditor
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Re:

Project/Contract Name:	Marquam Bridge - S.W. Haines Road Section, Pacific Highway, Multnomah County
Contract No.:	10048
Prime Contractor:	Ross Bros. Construction, Inc.
Claimant's Contract With:	Gaynetco, Inc.
Surety:	Safeco Insurance Company of America
Bond No.:	4370247
Claimant:	Coast Crane & Equipment Co.
Amount:	$1,303.10, together with 2% interest per month (equivalent to 24% interest per annum) thereon from February 7, 1986 until paid; together with interest accumulated to February 6, 1986 in the amount of $4.27; and attorney fees to which claimant may be entitled.

Ladies and Gentlemen:

Enclosed please find a copy of the Notice of Claim which has been filed on the above-referenced project on behalf of our client, Coast Crane & Equipment Co., Inc.

Very truly yours,

Cynthia Vail

Cynthia Vail

CV:kd
Enc.
cc Coast Crane & Equipment Co.

RECEIVED
MAR 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223

PATRICK J. FURRER
MICHAEL J. SCOTT
MARCIA L. JORY
CYNTHIA A. VAIL

AREA CODE 503
TELEPHONE 620-4540

TO:

Barbara Roberts
Secretary of State
State Office Building
Salem, Oregon 97310

Clerk or Auditor
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Safeco Insurance Company of
America
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

Gaynetco, Inc.
10416 N.E. Marx
Portland, Oregon 97220

Ross Bros. Construction, Inc.
3501 Brooklake Rd., N.E.
Salem, Oregon 97303

NOTICE OF CLAIM

Project/Contract Name:	Marquam Bridge - S.W. Haines Road Section, Pacific Highway, Multnomah County
Contract No.:	10048
Prime Contractor:	Ross Bros. Construction, Inc.
Claimant's Contract With:	Gaynetco, Inc.
Surety:	Safeco Insurance Company of America
Bond No.:	4370247
Claimant:	Coast Crane & Equipment Co.
Amount:	$1,303.10, together with 2% interest per month (equivalent to 24% interest per annum) thereon from February 7, 1986 until paid; together with interest accumulated to February 6, 1986 in the amount of $4.27; and attorney fees to which claimant may be entitled.

NOTICE IS HEREBY GIVEN that the undersigned, Coast Crane & Equipment Co., an Oregon corporation, has a claim for certain materials furnished to Gaynetco, Inc. for and used in the construction of the project described herein, which claim is in the total sum of $1,303.10 as shown in Exhibit "A" attached hereto and incorporated by reference, together with 2% interest per month (equivalent to 24% interest per annum) thereon from February 6, 1986 until paid; together with interest accumulated to February 6, 1986 in the amount of $4.27; and attorney fees to which claimant may be entitled, against the bond taken from Gaynetco, Inc., a subcontractor of Ross Bros. Construction, Inc., the prime contractor on the project and furnished by Safeco Insurance Company of America, Bond No. 4370247, for work on the Marquam Bridge–S.W. Haines Road Section, Pacific Highway, in Multnomah County.

Said materials were furnished and provided by Coast Crane & Equipment Co. to Gaynetco, Inc., a subcontractor of Ross Bros. Construction, Inc., the prime contractor on the project, and were used in the construction of the above public works project. Claimant last furnished materials on November 5, 1985.

Demand is hereby made for payment of the above-stated indebtedness in the sum of $1,303.10, together with 2% interest per month (equivalent to 24% interest per annum) thereon from February 6, 1986 until paid; together with interest accumulated to February 6, 1986 in the amount of $4.27; and attorney fees to which claimant may be entitled. You and each of you are hereby notified that, unless the amount due and owing is paid forthwith, suit will be instituted upon the bond.

DATED this 12 day of March, 1987.

COAST CRANE & EQUIPMENT, INC.,
By: ______________________
Roland Carlson
Credit Manager

RECEIVED
MAR 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT "A"

Date of Invoice	Invoice No.	Description	Rental Period	Amount
9/30/85	17365	Series Four National	9/28/85-	
		Rental #N-60	9/30/85	$240.00
		82 miles		20.50
		22 gallons		24.20
		Total Invoice		**$284.70**
10/5/85	17421	Series 800 National	10/2/85-	
		Rental #N-32	10/3/85	350.00
		50 miles		12.50
		20 gallons		22.00
		Total Invoice		**384.50**
10/12/85	17461	Series 800 National	10/9/85	
		Rental #N-32		350.00
		13 gallons		14.30
		Total Invoice		**364.50**
10/30/85	17623	36' Ladder Truck	10/28/85	
		Rental #S-25		125.00
		6 gallons		7.50
		Total Invoice		**132.50**
11/5/85	17727	36' Ladder Truck	11/1/85	
		Rental #S-23		125.00
		11 gallons		12.10
		Total Invoice		**137.10**

TOTAL PRINCIPAL DUE: **$1,303.10**

Past Due Service Charge through February 6, 1986: $4.27

RECEIVED
MAR 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,048

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEI Y REPORT FOR CONSTRUCTION PR ECTS

~

PROJECT NAME (SECTION) MARQUAM BRIDGE - SW HAINES ROAD	WEEK ENDING FEB 14, 1987
HIGHWAY PACIFIC	CONTRACT NO 10048
COUNTY MUTNOMAH	F.A. PROJECT NO. IRG-IR-5-594293
CONTRACTOR ROSS BROS. CONSTRUC., INC.	KIND OF WORK RAMP METERING, A/C COLD PLANE, STRUCTURES & SIGN
	DATE OF AWARD MAY 22, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $2,252,208.72

ESTIMATED PROJECT COST $2,353,558.11

ESTIMATED PERCENT OVERRUNXXXXRUN 4.5 %

ENGINEERING

AUTHORIZATION $ 200,000.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 226,650.00

PERCENT OF AUTHORIZATION 113 %

FIRST NOTIFICATION DATE: JUN 10, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: Sept 04, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: FEB 10, 1987

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS:0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
DAYS	07/25/86	230	268.0	116	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,900 CY	3,800 TN	3,720 TN			
EST. CORRECTED QUANTITIES	2,180 CY	4,235 TN	4,557 TN			
EST. PERFORMED TO DATE	2,180 CY	4,235 TN	4,557 TN			
PERCENT PERFORMED TO DATE	100	100	100	100	100	0

ACTIVITIES THIS WEEK:

1 [redacted] project semifinal is Submitted.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK: Project Semi-Final Submitted - NO FURTHER REPORTS

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Jarard G Richardson
JARARD G. RICHARDSON

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,048

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
10048

DATE: February 12, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IRG-IR-5-5(94)293

Contract 10048, Work Completed September 4, 1986

Project Marquam Bridge-SW Haines Road

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Jan 23, 1987

LMH

for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 24 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
LARRY RULIEN

RECEIVED
FEB 12 1987
OREGON DIVISION

734-2023 (2-85)

10,047
jc

cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
FEB 4'87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO.: 10
REPORT NO.: 3
COUNTY: Multnomah
DIVISION: Oregon
IN COMPANY WITH: Jarard Richardson and Marion Craft; OSHD
DATE OF INSPECTION: 1/23/87
INSPECTION MADE BY: Larry Heil, Assistant Area Engineer
PROJECT NO.: IRG-IR-5-5(94)293
QUALITY OF WORK: Satisfactory
PROGRESS OF WORK: Satisfactory
TIME ELAPSED: 116 %
WORK COMPLETED: 100 %

MARQUAM BRIDGE - S. W. HAINES RD.
PACIFIC HIGHWAY
Cold Planing, Paving, Structures & Ramp Meters

NOTED
V. E. SCHWART

This project provided for cold planing of Interstate 5 between the subject termini to restore the cross section and paving at a few locations to build up the supers. Three structures were set up to receive a Latex Modified Concrete overlay (LMC) and one structure was widened.

The contract work was awarded to Ross Brothers Const. Inc. on May 22, 1985. Work started on June 10, 1985 and was completed September 4, 1986. A seasonal shutdown was issued from October 17, 1985 to March 31, 1986 because of weather limitations on asphalt and latex modified concrete work. Due to anticipated "Expo" traffic conflicts, two steps were taken to accelerate the completion of on-road work. The S. W. Hood Ave. LMC bridge deck overlay was deleted because the existing deck was found to be in adequate condition. A $194,600 incentive clause was also developed to accelerate the on-road completion date. A 30-day time extension for off-road work was also included in the price agreement to offset critical path impacts from the accelerated roadway schedule. While the contractor received the maximum amount possible under the incentive clause, 38 days liquidated damages are being assessed for tardy completion of off-road work.

Temporary concrete barrier, Class "C" A.C., rock gabions, adjust manholes, latex modified concrete and Class 3 deck preparation overran because the original quantities were underestimated. The final estimated project cost of $2,353,558 is 7½% over the original project authorization. Potential claims involving gabion wall, concrete barrier, temporary protection of traffic, relocation of illumination wiring, and over-grinding are in the process of being resolved.

Maintenance will grind around an inlet on the northbound inside shoulder between Iowa St. and Terwilliger to prevent a sheet flow of water from draining across the highway creating an unsafe situation.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

Form FHWA-1446A
(Rev. 2-84)

- LMH -

10,048

December 8, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
10048

Re: Time Extension Request
Marquam Bridge-SW Haines Road
Contract No. 10048
FAP No. IRG-IR-5-5(94)293

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 37 calendar days due to the time needed to complete four items of work, some of which were contract work and some were extra or added work.

Price Agreement No. 18 provided compensation in the form of a bonus for early completion of certain contract work by May 27, 1986. This Price Agreement also provided an additional 30 calendar days to complete the remaining contract work not included in the agreement. You completed the bonus pay work by May 27, 1986, and thereby earned the maximum bonus provided by Price Agreement No. 18. There was ample contract time remaining after May 27, 1986, for you to complete the work remaining to be done, including the extra and added.

Our review indicates that the project was not completed on time solely due to your lack of effort on the project after May 27, 1986. Your request is denied.

There remains 38 calendar days of liquidated damages under phase "b" of this contract.

Should you wish further review of this matter, please contact Project Manager Jarard Richardson.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood/attach. Note: Further review would be with Schwartz.
J. Richardson/attach.
FHWA/attach.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 15, 1986

FROM: Marion Craft
MARION CRAFT
Region 1 Construction Engineer

SUBJECT:

Marquam Bridge-S.W. Haines Road
Pacific Highway
Contract No. 10048

12-4-86
W. E. Schwartz-
I concur with Region and
Project Manager and recommend
denial of this request.
O.B. Jackmond

Attached is the contractor's time extension request, in which he is asking for an extension of time to August 29, 1986, for reasons listed in his July 29, 1986 letter.

Also attached is Jarard Richardson's letter with his analysis and recommendation.

The contract was awarded on May 22, 1985. Revision letter no. 1 set up two times for the contract:

(a) All work to be done under the contract except that under the headings STRUCTURE and TRAFFIC SIGNALS shall be completed not later than September 30, 1985.

(b) All work to be done under the contract shall be completed before the elapse of 200 calendar days. Recording of calendar days will begin on June 10, 1985.

The specified completion with the 200 CD + 30 CD (PA18) + stop work order (PA8) was July 25, 1986. The time was stopped (2nd notification) on September 4, 1986 and with no time charged on August 30, 31, and September 1, 38 days have been charged as liquidated damages.

Richardson's recommendation is based on the contractor being done with major items of contract work (accelerated work by PA 18), and letting the job go with very little work being done after May 27, 1986. I concur in his recommendation that this request for time extension be denied.

MC:cms

Attachments

cc: Jarard Richardson

CE __ CAE __
COE __ OM __
OE __
CA __
CAM __
EEO __

RECEIVED
OCT 16 1986
CONSTRUCTION
SECTION

SPC ..... TC __
CP

81-128-1367

10 0+x
jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-IR-5-5(94)293
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO
12-1-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 22, 1986
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Marquam Bridge - S. W. Haines Rd.

11. GENERAL DESCRIPTION OF WORK
Furnish equipment for trafficcounter loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/22/86 as requested in Mr. Fredrickson's letter of 11/6/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $7,500; Federal Funds $6,916.

RECEIVED
STATE HWY ENGR
DEC 2 '86
REFER TO Potter
FOR
Info | [illegible] | R/O | [illegible] | Sign | Act | File

Orig. to
12/2

14. DATE 12/1/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

September 22, 1986

CON 5 - #10,048

Hogan Mfg., Inc.
5720 S.E. Johnson Creek Blvd.
Portland, OR 97206

Thank you for your letter of September 16, 1986, advising us that settlement has been made and you are releasing the claim on Contract No. 10,048 with Ross Bros. Construction, Inc.

This was for the Marquam Bridge-S.W. Haines Road Section of the Pacific Highway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

George Bell
Assistant Director

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Filed 6-30-86; CL 1986-0238

bbc: Bryant Jackmond

FKN:cc

(503) 774-4940

HOGAN MFG., INC.
5720 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

September 16, 1986

Ross Brothers Construction Co.
3501 Brooklake Rd. N.E.
Salem, Oregon 97303

Dear Sirs:

Re: Marquam Bridge, S.W. Haines Road
Oregon State Highway Project #10048

Subject: Bond Claim

We hereby advise that settlement has been made and we release any claim on the construction bond on the above project.

Sincerely,

Richard A. Hogan, President
Hogan Mfg. Inc.

lcc/ Gaynetco, Inc.
Safeco Insurance Co.
Secretary of State
Dept. of Transportation

RECEIVED
SEP 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Custom Machinery & Steel Fabricators
Platework • Machine Work • Steel Buildings

227-1470
227-1479

Construction and General Laborers' Union

Local Number 320

I. H. C., B. & G. L. U.

Affiliated with
Oregon State District Council of Laborers

PORTLAND, OREGON 97201

Cascade Plaza Bldg.—Suite 109
2828 S.W. Corbett

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 16 '86
REFER TO
9/18
FOR
X

R

to Mg. T. Jones
Take approp. action

September 15, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, Oregon 97303

Attn: Barry Broomham

Dear Mr. Broomham:

We received a letter from you of September 12, 1986, concerning Daniel Elia working on your I-5 project in Portland and having to work through lunch hours: Article X, page 22, section 2 of the Master Labor Agreement, paragraph (e) SPECIAL SHIFTS - a special shift may be established at anytime at the option of the employer on any job or project. Said shift shall not be started until the union has been notified. There shall be no premium or penalty for working a special shift.

Paragraph (i), page 25, a regular lunch period of not less than one half hour or more than one hour shall be established within one hour of mid-shift but in no event longer than five hours from the beginning of the shift. If an employee is required to work more than five hours from the beginning of the shift without a lunch period, he shall be paid a half hour at the applicable overtime rate and in addition given adequate time to eat his lunch. If the employee is not given adequate time to eat, he shall then receive an additional half hour at the applicable overtime rate.

The foreman on this project did not notify this local about working through the lunch hour and getting off early.

In my opinion Ross Bros. owes this laborer Danial Elia and all persons working on this arrangement overtime.

Hopeing you will clear up this matter as soon as possible.

Sincerely,

Bill Miles

Bill Miles, Business Manager

CC: District Council of Laborers
P.S. A CC of this letter is being sent to The Oregon State Highway Dept.
Department of Transportation
opeu:11
BM/pc

CL1986-0272

10,048

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 22 1986
BARBARA ROBERTS
SECRETARY OF STATE

August 21, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - 10,048

Progress Quarries Inc.
14515 S.W. Scholls Ferry Road
Beaverton, OR 97005

Attention: Greg Hampton

We have received your letter dated August 12, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Progress Quarries, Inc.
AMOUNT:	$2,249.90
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,048
PROJECT:	Marquam Bridge-SW Haines Road Section, Pacific Highway, Multnomah County
SURETY:	Safeco Insurance Company of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

RECEIVED
AUG 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

NOTED ON CARD
8-26-86cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Progress Quarries, Inc.

August 12, 1986

Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Ross Brothers - I-5 between Haines Road and Marquam
Contract #10048

With regard to our conversation of August 12, 1986, I am submitting the information we have on the contract with Ross Brothers for material used on the I-5, Haines Road-Marquam project. The outstanding balance to date is $2,249.90, which consists of $1,769.64 for rock and $480.26 for accumulated finance charges. The material was provided between June 24, 1985 and April 24, 1986.

To date we have received no payments for the material specified. I have contacted Ross Brothers several times with no response as to when money would be available. We therefore have no alternative but to file against the bond.

We appreciate your assistance in this matter.

Very truly yours,

Greg Hampton

Greg Hampton

GH/jea

RECEIVED
AUG 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

```
                         PROGRESS QUARRIES, INC.
                         CUSTOMER DETAIL LISTING
                                08/12/86

  CUSTOMER CODE:  75730

                     ROSS BROTHERS                SORT KEY: ROSSBROS
                     3501 BROOKLAKE RD, NORTH
                     SALEM  OR 97303              PHONE NO: (503) 227-3394

 CUSTOMER STATUS:

      DATE ACCNT OPENED:  05/29/80       MATERIAL NOTICE?

      DATE LAST INVOICE:  04/24/86
      DATE LAST PAYMENT:  12/11/85
      LIEN DATE:
      SATISFACTION DATE:
      FORECLOSING DATE:

 CUSTOMER AGING & SALES TO DATE:                     INVOICED     RETENTION

      CURRENT:            26.94         M-T-D:            .00           .00
      30 DAYS:            26.54
      60 DAYS:            20.79         Y-T-D:            .00           .00
      90 DAYS:          2175.63
                                    PRIOR YEAR:      16350.15           .00

 INVOICE NO.  DATE      PMT REF      INV AMOUNT  PMT & ADJ  RETENTION   INV BALANCE

 0051315    I 06/24/85  0006039          175.65     162.00                    13.65
 0053365    I 09/19/85  0006806          235.79     190.71                    45.08
 0053412    I 09/20/85  0006806         1270.36    1027.48                   242.88
 0053458    I 09/23/85  0006806          184.14     148.94                    35.20
 0053503    I 09/24/85  0006806          428.06     346.23                    81.83
 0053548    I 09/25/85  0006806          686.21     555.03                   131.18
 0053594    I 09/26/85  0006806          793.51     641.82                   151.69
 0053636    I 09/27/85  0006806          652.73     528.11                   124.82
 0055391    I 12/18/85                    61.05                               61.05
 0055400    I 12/18/85                    50.05                               50.05
 0055542    I 12/30/85                   100.10                              100.10
 0055561    I 12/31/85                   186.15                              186.15
 0055615    I 01/06/86                    86.45                               86.45
 0056059    I 01/27/86                    75.63                               75.63
 0057937    I 04/21/86                   229.66                              229.66
 0058030    I 04/24/86                   154.22                              154.22
 FC 0186    I 01/31/86                    18.58                               18.58
 FC 0286    I 02/28/86                    20.79                               20.79
 FC 0386    I 03/31/86                    21.10                               21.10
 FC 0486    I 04/30/86                    21.10                               21.10
 FC 0586    I 05/30/86                    20.79                               20.79
```

RECEIVED
AUG 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

```
                    PROGRESS QUARRIES, INC.
                    CUSTOMER DETAIL LISTING
                           08/12/86

  CUSTOMER CODE:  75730

                 ROSS BROTHERS                SORT KEY: ROSSBROS
                 3501 BROOKLAKE RD, NORTH
                 SALEM  OR 97303              PHONE NO: (503) 227-3394

 INVOICE NO.  DATE    PMT REF    INV AMOUNT  PMT & ADJ  RETENTION  INV BALANCE

 FC 0686   I 06/30/86                 26.54                              26.54
 FC 0786   I 07/31/86                 26.94                              26.94
 FC 0885   I 07/31/85                 14.38                              14.38
 FC 0985   I 09/30/85                   .20                                .20
 FC 1085   I 10/31/85                108.00                             108.00
 FC 1185   I 11/30/85                186.65                             186.65
 FC 1285   I 12/31/85                 15.19                              15.19

                  TOTAL AMOUNT DUE:                         .00        2249.90
```

10.0.4.8 jc

N

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-IR-5-5(94)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO

8-11-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 17, 1986

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Marquam Bridge - S. W. Haines Rd.

11. GENERAL DESCRIPTION OF WORK

Replant distrubed plant beds

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/17/86 as requested in Mr. Fredrickson's letter of 7/28/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12 is approved to a TEC of $6,000; Federal Funds $5,533.

RECEIVED
STATE HWY ENGR
AUG 12 '86
REFER TO Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Orig. to 8/13

14. DATE 8/11/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

July 16, 1986

COM 5 - #10,048

Farwest Rebar Co.
P.O. Box 889
Eugene, OR 97440

Thank you for your letter of June 27, 1986, informing us that your claim in the amount of $1,300 has been satisfied.

You state that this is in reference to Ross Bros. Construction, Inc., Contract No. 10,048 for work on the Marquam Bridge-S.W. Haines Road Section of the Pacific Highway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

George Bell
Assistant Director

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Filed 5-30-86; CL 1986-0209

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
7-16-86cc

FARWEST REBAR CO.

June 27, 1986

Oregon State Department of Transportation
Attention: Robert W. Gormsen
Transportation Building
Salem, Oregon 97310

Notice is hereby given that the undersigned Farwest Rebar Co. has been paid for the materials included in Farwest Rebar's bond claim dated May 13, 1986, in the sum of $1,300.00. A copy of the bond claim is attached hereto as Exhibit "A".

Farwest Rebar Co. hereby releases Ross Bros. Construction, Inc. and Safeco Insurance Company of America from all claims and demands arising from materials supplied to Gaynetco, Inc. for use on Oregon Department of Transportation Contract No. 10048, Road, Section Pacific Highway, Multnomah County, Oregon.

Farwest Rebar Co.

C.W. Cooley
Treasurer

CWC/slh

Enclosure (no enclosure)

RECEIVED
JUL 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

10,048 CL 1986-0238

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 24, 1986

In Reply Refer To
File No.:
CON 5 — 10,048

FILED
JUN 30 1986
BARBARA ROBERTS
ETARY OF STATE

~~Hogan Mfg., Inc.~~
~~5720 SE Johnson Creek Blvd.~~
~~Portland, OR 97206~~

This will acknowledge your letter of June 10, 1986, filing a claim against the following Highway Division contract:

FILED BY: Hogan Mfg., Inc.

AMOUNT: $2,137.88

AGAINST (PRIME CONTRACTOR): Ross Bros. Construction, Inc.

SUBCONTRACTOR: Gaynetco, Inc.

CONTRACT NO.: 10,048

PROJECT: Marquam Bridge-SW Haines Road Section, Pacific Highway, Multnomah County

SURETY: Safeco Insurance Company of America

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
7-16-86cc

731-0106 (5-65)

(503) 774-4940

HOGAN MFG., INC.
5720 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

June 10, 1986

P-179

Commission Services
121 Transportation Building
Salem, Oregon 97310

Attn: Bob Gormsen

RE: Marquam Bridge - SW Haines Road Sec.
OSHD Contract No. 10048 BI: 83884

SUBJECT: Delinquent payment - $2,137.88

We are suppliers to Gaynetco, Inc., a Sub-Contractor on this project and we are not be paid. The Prime contractor is:Ross Brothers Construction
3501 Brooklake Rd. N.
Salem, Oregon 97308

We would like to file on the bond.

Sincerely,

RHogan

Richard A. Hogan, President
Hogan Manufacturing, Inc.

RECEIVED
JUN 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RAH:sc

Custom Machinery & Steel Fabricators
Platework • Machine Work • Steel Buildings

10,048

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: June 18, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project IRG-5-5(79)293
Marquam Bridge-Haines Rd. Section
Pacific Highway
Multnomah County
Memo of June 12, 1986 HFO.6-OR

In regards to your subject memo on the above project, I wish to advise that the Highway Accounting Section was requested to prepare the final voucher on the preliminary engineering project on September 5, 1985. The change in accounting systems has resulted in considerable delay in compiling the data necessary for preparation of final vouchers, however, this situation is expected to improve in the near future.

A check with our Accounting Section indicates that the final voucher is expected to be prepared and submitted in the near future for this project.

CPL:bkb
cc: V. Skoog
R. Pool
General Files

Form 734-3122

10,048

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 12, 1986
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Rulien:

Oregon Project IRG-5-5(79)293
Marquam Bridge - Haines Rd. Section
Ramp Metering
Multnomah County

This project was authorized on July 11, 1983, providing for Preliminary Engineering and Construction. The Construction phase was withdrawn on February 20, 1985 in order that the work could be included with other ongoing projects.

Please review current status and investigate the possibility of closing this project. If Preliminary Engineering activity is not complete, perhaps a new project at a later date would be appropriate.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)

ECEIVED
HWY ENGR
JUN 16 '86
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CL1986-0209

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 29, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - 10,048

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Farwest Rebar Co.
P. O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated May 13, 1986, with attached documentation, against the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$1,300.00
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	10,048
PROJECT:	Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
6-10-86oc

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FARWEST REBAR CO.

May 13, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of One Thousand Three Hundred and no/100 Dollars against the bond taken from Ross Bros. Construction Inc. as principal, and Safeco Insurance Company of Amercia as surety or sureties for the work of the Oregon Department of Transportation Contract No. 10048, Marquam Bridge - S.W. Haines Road, Section Pacific Highway, Multnomah County, Oregon.

Dated this 13th day of May, 1986.

Farwest Rebar Co.

C. W. Cooley
Treasurer

CWC/slh

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) SS.
LANE COUNTY)

TO: Ross Bros. Construction, Inc.
3501 Brooklake Rd. North
Salem, Oregon 97303

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO. has a claim in the sum of One Thousand Three Hundred and 00/100 Dollars ($1,300.00), due against the bond taken from Ross Bros. Construction, Inc., as principal and Safeco Insurance Company of America as surety, for the work or labor and materials performed or furnished by us on the ODOT Contract No. 10048.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

FABRICATED REINFORCING STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above- described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 10048
Marquam Bridge - SW Haines Road
Section Pacific Highway
Multnomah County, Oregon

That said materials and/or labor were furnished to and received by Gaynetco, Inc. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 15 day of August 1985, which labor was performed and/or materials were furnished as follows:

FABRICATED REINFORCING STEEL

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 13th day of May, 1986.

Farwest Rebar Co.
Post Office Box 889
Eugene, OR 97440

G W Cooley
G. W. Cooley, Treasurer

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

2000 HENDERSON — P. O. BOX 889
EUGENE, OREGON 97440
503/686-2000

INVOICE NUMBER
58103

SOLD TO
GAYNETCO
10416 N.E. MARX
PORTLAND, OR 97220

CUSTOMER I.D. R30558

SHIP TO: MARQUAM BRIDGE-SW HAINES RD, ODOT # 10048, BI , PORTLAND, OR

INVOICE DATE	DATE ORDERED	SHIPPED	JOB NUMBER	ORDER NUMBER	CUSTOMER ORDER NUMBER
08/16/85	08/05/85	08/15/85	R7044-1	8-08070	

	WEIGHT OR QUAN.	UNIT PRICE	AMOUNT
FABRICATED REINFORCING STEEL GR 60 #4	1,366	19.49	266.23
#5	605	19.49	117.91
#7	4,700	19.49	915.86

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TOTAL WEIGHT 6,671

TOTAL AMOUNT 1,300.00

CUSTOMER FILE

FARWEST REBAR CO.

P. O. Box 889 Eugene, Oregon 97440
503/726-7323

CUST. SAYNETCO INC.	10048	PAGE 1
JOB MARQUAM EG-SU HAINES	JOB NO. 7044	REL. NO. -1
DES. SIGN BRIDGE FTGS.	DWG. NO. 7044-1	MADE BY MTT

GRADE 60

RECEIVED BY:

BENDING DIMENSIONS CONTROL COPY CY

QTY.	SIZE	LENGTH	MARK	TYPE		A	B	C	D	E	F/R	G	H	J	K	Q
96	7	8-05	724	17	1692.		7-05	1-01								
36	7	6-01	701	17	1154.		4-10	1-03								
132.					2846.											
40	4	11-07	402	T1	305.	0-04½	2-06	2-04	2-08	2-08		0-04½				
10	4	9-10	404	17	66.		0-08	4-0½	2-10							
40	4	8-07	403	T1	229.	0-04½	1-11½	1-11½	1-11½	1-11½		0-04½				
46	4	5-10	405	17	41.		0-08	2-0½	0-11							
136.					641.											
34	7	20-06			1473.											
21	7	10-08			381.											
55.					1854.											
53	5	10-00			608.											
35	4	20-06			379.											
15	4	10-00			100.											
28	4	5-06			103.											
7	4	5-01			31.											
85.					613.											

LONGEST LENGTH ON THIS RELEASE IS POTENTIALLY 20 FT 6 IN

FILE COPY

FARWEST REBAR CO.

P. O. Box 889 Eugene, Oregon 97440
503/726-7323

CUST.	CATAPTCO INC.	10548		PAGE	2
JOB	MARQUAM BR-SW HAYNES	JOB NO	7044	REL. NO.	-1
DES.	SIGN BRIDGE FTGS.	DWG. NO.	7044-1	MADE BY	HTY

GRADE 40 RECEIVED BY:

BENDING DIMENSIONS CONTROL CODE CV

QTY.	SIZE	LENGTH	MARK	TYPE		A	B	C	D	E	F/R	G	H	J	K	O	BEND
	BAR SIZE	SCALE PIECES	NO OF ITEMS				STRAIGHT PIECES		BARS WEIGHT		LIGHT PIECES	BENDING WEIGHT		HEAVY PIECES	BENDING	WEIGHT	
	4	232.	8.		1164.		95.		498.		80.	334.		86.		133.	
	5	12.	1.		608.		53.		405.		0.	0.		0.		0.	
	7	247.	4.		4782.		51.		1854.		0.	0.		142.		2446.	
		------	-----		--------		------		------		------	------		------		------	
		491.	13.		6671.		199.		5199.		80.	334.		228.		2073.	

TOTAL WEIGHT THIS RELEASE 6671.

LONGEST LENGTH ON THIS RELEASE IS POTENTIALLY 20 FT 4 IN

RECEIVED
MAY 14 1986

FILE COPY

CHUCK! PLEASE CALL JAMIE 256-9711 FOR DELIVERY

☐ FARWEST REBAR CO.

EUGENE 686-2000
MEDFORD 779-6620
BOISE (208) 344-3311

SPECIAL BENDS
CONTROL CODE: C V
PHONE NO. 256-9711

DATE ORDERED: 8-5-85
CUSTOMER PURCHASE ORDER NO.:
JOB NO.: R7044-1
BRANCH: 8
OUR ORDER NO.: 08070
SHIP VIA: FTRK
PPD.: X
COL.:
WRITTEN BY: HTT
DATE SHIPPED: 8-15
FILLED BY:
LOADED BY:
DELIVERED BY:

Gaynetco R30558
10416 N.E. Marx
Portland, OR 97220

SHIP TO: I5 to Barbour Blvd exit, stop
turn left to SW 26th,
PORTLAND OR

JOB: MARQUAM BRIDGE: SW HAINES RD
ODOT #10049 BI#

DESCRIPTION		WEIGHT
FABRICATED REINFORCING STEEL		6671
WIRE MESH		
PER: DWG #7044-1		
	#4	1366
	#5	605
	#7	4700
GRADE 60		
MAX. LENGTH 21-0		
NO. TAGS		
TOTALS →		6671

	DTL. SH. POS.	DTL. SH. REPRO	DWGS POS.	DWGS REPRO.
APPR.				
FILE				
JOB			6	
BILLING				
OTHER				
TOTAL			6	

RETURN HTS. FOR: ☒ LETTER ☐ FILE
TYPE: ODOT
DIST. C.C. TO

RECEIVED
MAY 30 1986
COMMISSION SERV.
DEPARTMENT OF TRANSPORTATION

NO.	GRADE 40	HEAT NO.	GRADE 60	HEAT NO.
2				
3				
④			1366	
⑤			605	
6				
⑦			4700	
8				
9				
10				
11				
14				
18				
			6671	

OFFICE CONTROL

It is agreed that the Terms and Conditions which appear on the reverse hereof apply to and govern all sales by Farwest to the above designated purchaser.

Signature

5

1. **Terms of Payment.** Net cash within 30 days, or one-half of one percent discount, if paid in full by the 10th of the month following the month in which the invoice is dated. Cash discount is not applicable to freight and will not be allowed on freight charges.

All past due accounts shall bear, and Buyer agrees to pay, a service charge of one and one-half percent per month from due date.

Should suit, action or other proceeding be instituted to collect any amount due to Farwest, the prevailing party shall be entitled to recover from the other party reasonable attorney fees in both trial and appellate courts.

2. **Basis of Sales — Invoices.** All materials and goods shall be invoiced in accordance with Farwest's published schedule of weights, areas, size and lengths, and all weighting will be by theoretical weight of ASTM, which shall govern all settlements.

All quotations, oral or written, are subject to prior sale unless otherwise specified in writing by Farwest.

3. **Shipments and Payments.** All shipments and deliveries shall be at all times subject to the approval of Farwest's credit department. If the Buyer fails to make any payment in accordance with the terms hereof, or defaults in the performance of any other obligation owing to Farwest, Farwest may, at its option, and in addition to any other right or remedy, defer shipments under any contract with Buyer, or cancel same, or stop in transit, except on satisfactory assurance of performance and payment, including, without limitation, security or additional security, or of cash before or on delivery, and all other rights in this regard provided for by the Uniform Commercial Code of the State of Oregon.

4. **Delays and Deliveries.** Farwest shall under no circumstance be responsible or liable for failure to fill any order or orders when due to fires, floods, riots, strikes, mill shortages, freight embargoes or transportation delays, shortages of labor, fuel or power, inability to secure materials or supplies at current prices or on account of shortages thereof, acts of God or of the public enemy, any existing or future laws or acts of the federal or of any state government affecting the conduct of Farwest's business or due to any other cause beyond Farwest's reasonable control, whether affecting the procurement, production or transportation of the particular order.

5. **Title — Risk of Loss.** Title to all goods shall remain in Farwest until payment in full is made by Buyer. Risk of loss or damage to goods and materials shall be upon Buyer upon delivery by Farwest to the carrier, F.O.B. shipping point.

6. **Inspection — Claims.** Buyer agrees to prudently and carefully inspect material against shipping papers upon delivery and unloading at destination. No claims for shortages or damaged material will be valid or recognized by Farwest unless written notice specifying in detail the nature and extent of such shortage or damage is mailed to Farwest within five (5) days from the date of delivery accompanied by original freight bill, with notation on the face thereof by the authorized agent of the carrier as to the items and quantities short or damaged. When delivery is by Farwest truck, all claims for shortages and damaged material must be mailed to Farwest on date of delivery. Farwest will in no way be responsible for or liable for any incidental or consequential damage or commercial loss of any type or nature by reason of such shortage or damaged materials.

7. **Limited Warranty.** Farwest warrants only to the original purchaser (Buyer) that the materials and goods shipped under any order conform to the description on the face thereof, subject to tolerances and variations consistent with usual and customary trade practices, and warrants title. Except for title, there are no warranties which extend beyond the description in respect to the materials, AND THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS, IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE, AND NO EXPRESS OR IMPLIED WARRANTIES EXCEPT AS ABOVE STATED SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST UNLESS EXPRESSLY MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST.

Should any items supplied by Farwest fail to conform to the description, FARWEST'S LIABILITY SHALL BE LIMITED TO REPAIR OR REPLACEMENT OF THE ITEM OR REFUND OF THE PURCHASE PRICE, at Farwest's option, if: (1) Buyer gives Farwest written notice specifying in detail the nonconformity or defect within ten (10) days from the date of delivery; (2) Farwest's inspectors, at Farwest's warehouse, determine that the items in fact are nonconforming or defective; (3) Buyer shall within ten (10) days after request return the items to Farwest's warehouse; and (4) terms of payment have been fully met. The foregoing shall be the Buyer's sole and exclusive remedy, whether in contract, tort or otherwise, and Farwest shall not in any event be liable for loss or damage arising out of the use of or the inability to use the items or for any incidental or consequential damage or commercial loss of any type or nature.

8. **Taxes.** All prices quoted by Farwest are exclusive of all city, state and federal excise taxes, including, but without limitation, taxes on manufacture, sales, receipts, gross income, occupation, use and similar taxes.

9. **Remedies.** All purchases from Farwest shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties shall be governed in accordance with the laws of the State of Oregon.

10. **Agreement of Sale.** Any of the terms and provisions of any order by Buyer which are inconsistent with the terms and provisions hereof shall not be binding on Farwest and shall not be considered applicable to the sale or shipment of any items by Farwest, unless expressly agreed to in writing signed by an executive officer of Farwest.

FAB SHOP:
303 SOUTH 5TH
SPRINGFIELD, OREGON

FARWEST REBAR CO.

Eugene, Oregon

Phone 686-2000
Mailing Address: P. O. Box 889
Eugene, Oregon 97440

CONFIRMATION OF BID TO SUPPLY MATERIALS

TO: GAYNETCO
10416 N.E. MARX
PORTLAND, OREGON 97220

(Contractor)

DATE 08/07/85 **BID NO.** E850805
PROJECT SIGN BRIDGE FOOTINGS
LOCATION PORTLAND
OWNER
ENGINEER
ARCHITECT ODOT
PLANS DATED
ADDENDA ____________ **ACKNOWLEDGED**

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☒ **Bid Confirmation** ☐ **Revision of Confirmation**

Dated ____________, 198__

Estimated Quantity APPROX: 2-1/2 TONS

Estimated Start of Project Aug '85
Estimated Completion of Project Sept. '85

BID CONFIRMATION

REINFORCING STEEL FABRICATED IN ACCORDANCE WITH THE FABRICATION REQUIREMENTS OF THE PLANS AND SPECIFICATIONS FURNISHED F.O.B. TRUCK JOBSITE.

APPROXIMATELY: 2-1/2 TONS LUMP SUM . . . . $ 1,300.00

EXCLUDES: PLACING ACCESSORIES

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

4. **Details and Shop Drawings.** Reinforcing details will be supplied by Farwest Rebar Co. Placing plans will be furnished if required. If the aforementioned are approved by Contractor, architect or engineer, they shall be considered as a correct interpretation of the material to be furnished and all dimensions in respect thereto. Farwest Rebar Co. assumes no responsibility for design when it prepares such drawings from design or structural drawings furnished by other parties. Farwest Rebar Co. does not provide professional engineering services. Farwest Rebar Co. shall not be required to fabricate rebar or other materials until it receives written approval of its detailed drawings from the Contractor, architect, engineer, or other authorized person. In case of emergency or if Contractor demands fabrication or delivery prior to receipt by Farwest Rebar Co. of such written approval, Farwest Rebar Co. shall not in any manner be liable or responsible for failure of such fabricated rebar or materials to meet the needs or requirements.

BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described herein, or at any other time requested by Farwest, written confirmation from the prime contractor and its bond underwriter or surety that Farwest Rebar Co. is expressly protected by and entitled to receive payment, upon giving or filing any statutory notice of nonpayment, of all amounts to become due to Farwest for performance in connection with the project, under any applicable payment bond which was required or which exists in connection with the project

____________________ (Contractor)

PLANS DATED ____________________

ADDENDA ____________________ ACKNOWLEDGED

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☒ **Bid Confirmation**

☐ **Revision of Confirmation**

Dated ____________, 198__

Estimated Quantity APPROX: 2-1/2 TONS

Estimated Start of Project Aug '85

Estimated Completion of Project Sept. '85

BID CONFIRMATION

REINFORCING STEEL FABRICATED IN ACCORDANCE WITH THE FABRICATION REQUIREMENTS OF THE PLANS AND SPECIFICATIONS FURNISHED F.O.B. TRUCK JOBSITE.

APPROXIMATELY: 2-1/2 TONS LUMP SUM . . . . $ 1,300.00

EXCLUDES: PLACING ACCESSORIES

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

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BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described herein, or at any other time requested by Farwest, written confirmation from the prime contractor and its bond underwriter or surety that Farwest Rebar Co. is expressly protected by and entitled to receive payment, upon giving or filing any statutory notice of nonpayment, of all amounts to become due to Farwest for performance in connection with the project, under any applicable payment bond which was required or which exists in connection with the project.

ALL OF THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THOSE CONTAINED IN THE SUBCONTRACT ENCLOSED, IF ANY, ARE INCORPORATED HEREIN AND MADE A PART OF THIS DOCUMENT.

If acceptance is not received by Farwest Rebar Co. within the time limit specified in Section 5 hereof, this quotation shall not be binding on Farwest Rebar Co.

FARWEST REBAR CO., A CORPORATION

By Robert Kristensen

ROBERT H. KRISTENSEN

If this quotation covers materials f.o.b. truck jobsite in excess of $25,000.00, it must show approval of a corporate officer to be binding on Farwest Rebar Co.

ACCEPTED ____________________

BY ____________________

DATE ____________________

RB-3

TERMS AND CONDITIONS

1. **Terms and Application of Payment.** Selling terms are one-half of one percent discount if paid in full by the 10th of the month following the month in which the invoice is dated and the gross amount of the invoice is due and payable within 30 days from invoice date.

Service charges will be charged by Farwest, and Buyer agrees to pay the same, at the rate of two percent (2%) per month on all invoices not paid within the selling terms. Service charges will be charged for the number of days beyond selling terms and will be invoiced on a monthly basis for the number of days the invoice remained unpaid in the previous month. Service charges not invoiced and shown on a particular month end statement will be invoiced during the following month and shown on the following month end statement.

Payment will be applied by Farwest in accordance with CUSTOMER INFORMATION SHEET.

All materials shipped from warehouse shall be invoiced in accordance with our published schedule of weight, areas, bundles and standard lengths, which shall govern all settlements.

2. **Claims, Warranties.** All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

Risk of loss to materials shall rest with Contractor after delivery by Farwest Rebar Co. to carrier at f.o.b. shipping point. Title to materials shall be and remain in Farwest Rebar Co. until payment is made in full.

3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whether affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

Warranties. All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

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3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whether affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant hereto may be offset or in any manner otherwise applied by Contractor for obligations or alleged obligations of Farwest Rebar Co. to Contractor in connection with dealings or transactions (whether prior or concurrent) between or involving Farwest Rebar Co. and Contractor unless such offset or other application is expressly consented to in writing by the President of Farwest Rebar Co.

8. **Retainage.** No retainage of payment to Farwest Rebar Co. shall be allowed or permitted without the express written consent of the President of Farwest Rebar Co.

9. **Change Order.** If a change in the plans is required by Contractor or any other person, no steel or other material for such change shall be fabricated or delivered until the written change order is received and accepted by Farwest Rebar Co.

10. **Lien Rights.** Farwest Rebar Co. expressly retains all rights to record and foreclose liens on or to make claim or demand on any applicable bond as Farwest Rebar Co. may deem necessary or prudent.

11. **Remedies.** Except as otherwise stated herein, all purchases from Farwest Rebar Co. shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties and all other matters relating hereto shall be governed in accordance with the laws of the State of Oregon.

CL 1986-0196

10,048

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5 - #10,048

May 16, 1986

Riedel International, Inc., dba
Western-Pacific Construction Materials Co.
3510 S. W. Bond
Portland, OR 97201-4594

Attention: Mark Connelly
Credit Manager

We have received your Notice of Claim dated April 15, 1986, against the following Highway Division contract:

NOTED ON CARD
5/21/86 CB

FILED BY:	Riedel International, Inc., dba Western Pacific Construction Materials Co.
AMOUNT:	$1,304.20
FOR:	Delivery and sale of materials
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,048
PROJECT:	Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-85)

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIMS

The undersigned submits the following claim against bond of contractor:

TO: Mr. R. W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

RE: Ross Brothers Construction, Inc. and Gaynetco
Bond Number: 4370247
Contract No: 10,048
Job Name : Marquam Bridge - S.W. Haines Road

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $1,304.20 against the bond taken from Ross Brothers Construction, Inc. and Safeco Insurance Co. for the work of Marquam Bridge - S.W. Haines Road, said improvements being in the City of Portland, County of Multnomah, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction Materials Co., a division)

By: Mark D Connell
Mark Connelly, Credit Manager

Date: 4-15-86

RECEIVED
APR 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

CALIFORNIA LAUNCH SERVICES CORP.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

10,048

STATE OF OREGON

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

INTEROFFICE MEMO

TO: C. O. FREDRICKSON
Construction

DATE: May 1, 1986

FROM: AL HARWOOD
Metro Region Operations Engineer

Metro Region TAM
PA LM

SUBJECT:

MARQUAM BRIDGE-SOUTHWEST HAINES ROAD SECTION, PACIFIC HIGHWAY
CONTRACT 10048

Enclosed is Price Agreement No. 18 for the subject project to cover acceleration of deck overlay work necessary to restore the freeway to six lanes and to cover deletion of the overlay and related work at the Hood Street structure. The price agreement also provides an additional 30 days for completion of all work on the project.

Peak hour traffic congestion has been extreme as a result of the reduction in the number of lanes from three to two at the 26th Avenue structure and at the Iowa Street-Hood Street structures both inbound and outbound. Tom Schwab has identified the cost of delays to the traveling public as exceeding $8,500 per day. With this in mind, we requested a proposal from the contractor to accelerate the project to complete work and restore traffic to six lanes by the first of June. The initial proposal received from the contractor indicated that by working 24 hours a day, seven days a week, three lanes in each direction could be restored by June 4 at an additional cost of $346,403.

We requested the contractor consider a proposal for a bonus for each day the job is completed before June 26th, the date on which contract time would expire.

The contractor expressed several concerns: 1) that he was already entitled to a time extension for extra work added to the project and 2) that he would expend the money to accelerate but for conditions beyond his control would not receive a bonus for early completion to cover these expenses.

To mitigate the risks and to compensate the contractor for immediate expenses such as rental of light plants for nighttime operation, the agreement provides for a lump sum payment of $40,000. The agreement also provides for a per day bonus of $4,500 for each day work is completed before June 26th after May 27th. If work is completed on May 27th, it would be 30 days of bonus at $4,500 plus the $40,000 lump sum for a total of $175,000 or slightly under $6,000 per day.

To reduce the risk to the contractor, the price agreement also provides

[illegible]

additional bonus days if the restoration of traffic is delayed by weather or extra work. The number of bonus days between May 27 and June 26 are limited to 30 days regardless of the additional days allowed due to weather delays or extra work days. For each day the traffic is restored to the full six lanes prior to May 27th, a bonus of $6,000 per day is allowed. The number of bonus days at $6,000 will not be increased as a result of weather delays or delays due to extra work. The amount per day of bonus is substantially under the projected damages to the traveling public for the delays and operating costs incurred as a result of the lane restrictions. The bonus will be paid for early restoration even though non peak hour lane closures are made to complete other items of work.

This agreement has been discussed with W. E. Schwartz, Jerry Wimer and Tom Low. All have indicated tentative concurrence. Since the contractor has already incurred significant costs in accelerating the work, I agreed to try to get the lump sum payment of $40,000 on the May estimate so review of this agreement should be expedited.

We do expect to get traffic restored to a full six lanes by May 26, ahead of Rose Festival and Summer Expo traffic.

ACH/ls
Attachment

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

HWAY DIVISION

PROJECT NAME (SECTION) MARQUAM BRIDGE-SW HAINES ROAD	CONTRACT NO. 10,048
HIGHWAY PACIFIC — COUNTY MULTNOMAH	PREFIX C10048/011
CONTRACTOR'S NAME AND ADDRESS ROSS BROTHERS CONSTRUCTION, INC. 3501 Brooklake Road, North Salem, OR 97303	F. A. PROJECT NO. IRG-IR-5-5(94)293 PRICE AGREEMENT NO. 18 ~~20~~

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Accelerate work to restore freeway to six (6) lanes through project.

Delete overlay and related work at Hood Street structure.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3018A	Accelerate work. May 1, 1986	ALL	Lump Sum	40,000	40,000
3018B	Incentive for early completion. (Bonus May 27 to June 26)	*30	Day	4,500	135,000
3018C	Incentive for early completion. (Bonus day prior to May 27)	5	Day	6,000	30,000
" D	Penalty for late completion S.M.R Credit to state	**	Day	4,500	-------
" E	Delete barrier removal at Hood Street. S.M.R Credit to state	1300	lin. ft.	8.00	(- 10,400) S.M.R
	**Not to exceed 8 days	*Not to exceed 30 days			

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE DECREASE $ 194,600

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Lump sum payment to be made as compensation for acceleration regardless of number of days bonus or penalty. For purposes of determining incentive pay, each day traffic restored prior to June 26, 1986 will be counted as one day. For penalty, each day which elapses after June 26, 1986 until traffic is restored will be counted as a penalty day. Reduction in quantity in/or deletions of bid items due to elimination of overlay at Hood Street will be at unit price bid, except as modified herein. (over)

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Steven M. Ross April 28 1986
CONTRACTOR DATE

SUBMITTED BY PROJECT MANAGER Jarard G. Richardson DATE 4/30/86

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE 5/1/86

NOTED OR APPROVED BY CONSTRUCTION DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE
SAFECO INSURANCE COMPANY OF AMERICA 4/28/86
Judy Hiltenbrand
Judy Hiltenbrand Attorney-in-Fact

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

10

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
APR 2 '86
REFER TO
Fredrickson
FOR

4/3

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Jarrard Richardson, OSHD

DATE OF INSPECTION March 27, 1986	INSPECTION MADE BY T. P. Lowe and J. Klamerus, Area Engineers	PROJECT NO. IRG-IR-5-5(94)293

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 60 %	WORK COMPLETED 70 %

MARQUAM BRIDGE S. W. HAINES RD.
PACIFIC HIGHWAY
Cold Planing, Paving, Structures and Illumination

NOTED
W. E. SCHWARTZ

No work was in progress at the time of this inspection. The contractor is expected to resume work within the next week or so.

The project manager advised he expects a cost overrun of about 12% on this project for the following reasons;

1. An overrun in temporary barriers. The contractor elected to work on three structures at one time but the design quantity of temprary barrier was apparently premised on working on one structure at a time.

2. The AC paving quantities overran due to the variability of depths that were required to be paved during this contract.

3. There was a significant overrun of the one gabion wall on this project. The project manager has advised that the wall was much deeper than designed at certain locations.

The only work remaining to complete the project is the construction of the latex modified concrete surfacing on three structures and miscellaneous paving and landscaping throughout the project. During the installation of the latex modified surface on the structures there will be considerable disruption of traffic. It will be necessary to close one lane of traffic in this high volume corridor.

The work is expected to be complete sometime in midsummer of 1986.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5
10048

DATE: March 6, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

3a

SUBJECT: Request for Increase in Project Authorization
Marquam Bridge-SW Haines Road Section
Pacific Highway, Multnomah County
Contract No. 10,048

This federal aid freeway improvement project is approximately two-thirds finished with completion anticipated in July 1986. It now appears that the final cost will exceed the project authorization by $262,500 or 12 percent.

The project consists of cold plane pavement removal, bituminous pavement construction, latex-modified bridge deck overlay, bridge widening, and installation of ramp metering signals. The bridge deck overlay work involves three separate work sites and the project was estimated on the basis that these areas would be worked consecutively. The completion time established, however, dictates working the areas simultaneously and necessitates the addition of extra amounts of temporary concrete barrier to accomplish this safely. The added material and extra handling are expected to increase project costs by approximately $149,000.

The sections of the project to be paved are very irregular and are of varying depth, and as a result, insufficient quantity of paving material was provided in the contract. Erroneous information concerning elevation of footings for a wall also necessitated extra material to construct the project to the planned line and grade. The added material for these two items increased the project cost by approximately $52,700.

Some two dozen change orders covering minor revisions to the project added another $5,500. Construction engineering charges on the project are anticipated to increase also due to the cost of properly monitoring, inspecting and documenting the additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $262,500 to a new total of $2,452,208.72. This matter will be on the consent calendar for the March 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

10.028
jc

N

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IRG-IR-5-5)94)293

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO

2-20-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
January 21, 1986

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Marquam Bridge - S. W. Haines Road

11. GENERAL DESCRIPTION OF WORK
Furnishing & Installing Recording Equipment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1-21-86 as requested in Mr. Fredrickson's letter of 2-6-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $15,000; Federal Funds $15,000.

RECEIVED
STAT HWY ENGR
FEB 21 '86
REFER TO
Potter
FOR
Info | Invst | R/D | J/R | Sign | Act | File

Orig to
2/21

14. DATE
2/20/86.

15. SIGNATURE OF APPROVING OFFICIAL
G. K. H

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10 [illegible]

jc

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-IR-5-5(94)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO

2-20-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
October 3, 1985	Interstate 5	Primary 1

10. GENERAL LOCATION:

Marquam Bridge - S. W. Haines Road

11. GENERAL DESCRIPTION OF WORK

Furnish & Remove a Sign Message Board

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-3-85 as requested in Mr. Fredrickson's letter of 2-5-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $500.00;
Federal Funds $461.00.

RECEIVED
ST HWY ENGR
FEB 21 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	ect	File

Orig. to
2/21

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/20/86		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc 16 - 8

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-IR-5-5(94)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO [illegible]

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 5 '86
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Marquam Bridge - S. W. Haines Road

11. GENERAL DESCRIPTION OF WORK
Remove existing luminaires and re-connect wiring circuits

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-19-85 as requested in Mr. Fredrickson's letter of 1-22-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,000;
Federal Funds $922.

14. DATE 2/3/86

15. SIGNATURE OF APPROVING OFFICIAL G. K [illegible]

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10 u + 6jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-IR-5-5(94)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
JAN 30 '86
REFER TO
Potters

7. DATE AUTHORIZATION EFFECTIVE August 7, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary-1

10. GENERAL LOCATION:
Marquam Bridge - S. W. Haines Rd.

11. GENERAL DESCRIPTION OF WORK
Furnishing and installing 4 "Grooved Pavement" signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8-7-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $950; Federal Funds $876.

14. DATE 1/29/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hasner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

J-1

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG=IR-5-5(94)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 18, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Marquam Bridge - S. W. Haines Rd.

11. GENERAL DESCRIPTION OF WORK Temporarily relocate a sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7-18-85 as requested in Mr. Fredrickson's letter of 1-9-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $300; Federal Funds $276.

RECEIVED
STAT. HWY ENGR
JAN 24 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1985-0232
10,048

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 22 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 20, 1986

IN REPLY REFER TO FILE NO.:
CON 5
#10,048

Erickson & Wilson
Attorneys at Law
P.O. Box 547
Tualatin, OR 97062-0547

Attention: Thomas K. Wolf

We have received your letter dated December 26, 1985, on behalf of C. H. May, Inc., dba Tri-County Sand, filing a claim against the following Highway Division contract:

FILED BY:	C. H. May, Inc., dba Tri-County Sand
AMOUNT:	$3,071.30 plus late charges until paid
FOR:	Providing trucks and drivers for excavation
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,048
PROJECT:	Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County
SURETY:	Safeco Ins. Company of America
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
JAN 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-3-86 cc

[illegible]

ERICKSON & WILSON
ATTORNEYS AT LAW
18735 S.W. BOONES FERRY ROAD
P.O. BOX 547
TUALATIN, OREGON 97062-0547

STANLEY E. ERICKSON
LYNDON A. S. WILSON, JR.
THOMAS K. WOLF

TELEPHONE
(503) 692-0830

December 26, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED
Robert Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

State of Oregon
Secretary of State
State Capitol
Salem, OR 97310

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Ross Brothers Construction, Inc.
3501 Brook Lake Road, North
Salem, OR 97303

NOTICE OF CLAIM

Filed By : C. H. May, Inc., dba Tri-County Sand
Amount : $3,071.30, plus late charges at 1-1/2% per month from December 3, 1985, until paid
For : Account balance for providing trucks and drivers for excavation
Against : Prime contractor: Ross Brothers Construction, Inc.
Contract No. : 10,048
Project : Marquam Bridge - S.W. Haines Road Section, Pacific Highway, Multnomah County
Surety : Safeco Insurance Company of America
Agent : Roger W. Lagler

I represent C.H. May, Inc. with regard to collection of the above-referenced account balance. Notice is hereby given that C.H. May, Inc., dba Tri-County Sand, has a claim for providing trucks and drivers for excavation at the above-referenced contract and project for the account balance of $3,071.30, together with late charges thereon at the rate of 1-1/2% per month from December 3, 1985 until paid, against the bond from Safeco Insurance Company of America for the work of Tri-County Sand in supplying trucks and drivers from August 21, 1985 through October 15, 1985. The services were supplied to Ross Brothers Construction, Inc.

C.H. MAY, INC.

By:____________________
Thomas K. Wolf
Of Its Attorneys

TKW:lml
cc: C.H. May, Inc.

RECEIVED
DEC 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0232
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 10 1985
BARBARA ROBERTS
SECRETARY OF STATE

December 9, 1985

In Reply Refer To File No.: CON 5 #10,048

Erickson, Wilson, Wolf & Smitke
Attorneys at Law
P. O. Box 547
Tualatin, OR 97062

Attn: Thomas K. Wolf

We have received your letter dated October 29, 1985, on behalf of C. H. May, Inc., dba Tri-County Sand. From the information in your letter, it appears that the Ross Brothers Construction, Inc. project you are referring to is Contract No. 10,048. As discussed on the phone November 27, you asked that we file a claim against this contract.

FILED BY:	C. H. May, Inc., dba Tri-County Sand
AMOUNT:	$15,793.70
FOR:	Providing trucks and drivers
AGAINST (Prime Contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,048
PROJECT:	Marquam Bridge - S. W. Haines Road Section, Pacific Highway, Multnomah County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

NOTED ON CARD
2-18-86 ce

731-0146 (5-85)

If your claimant has further claims on this project, please refer to the above contract number in your letter.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

RECEIVED
DEC 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ERICKSON, WILSON, WOLF & SMITKE
ATTORNEYS AT LAW
18735 S.W. BOONES FERRY ROAD
P.O. BOX 547
TUALATIN, OREGON 97062

STANLEY E. ERICKSON
LYNDON A. S. WILSON, JR.
THOMAS K. WOLF
RAYMOND T. SMITKE

TELEPHONE
(503) 692-0530

October 29, 1985

Mr. Robert Gormsen
121 Transportation Building
Salem, OR 97301

Re: Claimant: C.H. May, Inc., dba Tri-County Sand
Prime Contractor: Ross Brothers Construction, Inc.
Interstate 5 at approximately Exit 296B
Trucks and drivers supplied from August 21, 1985
through October 15, 1985

Dear Mr. Gormsen:

On October 18, 1985, I had the opportunity to talk to you with regard to my client's, the above-referenced claimant's, desire to file a claim on Ross Brothers Construction, Inc.'s public contract bond. My client provided trucks and drivers to assist in the excavation of the above-referenced I-5 project. Pursuant to my client's invoices, it is entitled to payment on the 10th day of the month following the date the service was rendered. There is presently due and owing on my client's contract with Ross Brothers the sum of $15,793.70. This is the amount my client is currently making a claim for. In addition my client will be filing another claim after November 10, 1985 for an additional $1,413, plus any late charges if applicable for trucks and drivers it supplied in October, 1985.

It is my understanding that within ten days from the receipt hereof, your office will provide written notice in a form satisfactory to ORS 279.526 and ORS 279.528 to the Secretary of State's Office, the contractor, and the bonding company. It is further my understanding that it will be served in a manner provided for under ORS 279.528, preferably by certified mail, return receipt requested. I, of course, would be willing to reimburse your office for amounts incurred in serving the notices. Further, it is my understanding that you will supply a copy to me of all of the notices sent.

If your office cannot prepare the notices and serve them within ten days, I request that you provide to me the name and address of the prime contractor, the name and address of the bonding company, and the job number or name to which our notice should be referenced. Thank you.

Sincerely,

Thomas K. Wolf

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TKW:jr
cc: C.H. May, Inc.

O.K. - WDS

SUGGESTED ROUGH DRAFT

Jacqulyn L. Floyd
7617 SW Mapleleaf Street
Tigard, OR 97223

This is in response to your recent letter ~~of November 5, 1985,~~ concerning the traffic jam ~~that is created~~ on Interstate 5 North ~~as a~~ resulting from ~~of~~ a reduction from three to two lanes at the 26th Avenue structure due to bridge construction.

I am sure that by the time you get this letter the freeway will have been restored to three lanes. The restriction was at the 26th Avenue structure which was being widened in preparation for deck restoration work. Also included in that contract ~~is~~ are widening and deck work on other structures between the 26th Avenue structure and the Marquam Bridge. The Contractor fell behind schedule on the project and it became apparent that work would not be completed before bad weather set in. Work was stopped ~~A stop order was written~~ and the Contractor ~~was~~ directed to re-establish all lanes on the freeway as well as the Terwilliger on-ramp which had been closed for some time. This means that when the weather improves next spring, it then will be necessary to restrict traffic to two lanes to complete the bridge widening and deck restoration on the remaining structures. We expect that work to take eight to ten weeks to complete.

If you have other questions in this matter, please ~~do not hesitate to~~
Al the Highway Division office in Milwaukie ~~his~~ telephone
call ~~Mr.~~ Harwood, at 653-3183.

Orig Pub. Affrs.
11-27

STATE OF OREGON
OFFICE OF THE GOVERNOR

CITIZENS' REPRESENTATIVE INFORMATION SHEET

STATE CAPITOL
SALEM, OREGON 97310

AGENCY Dept of Transportation	DATE OF INQUIRY 11-7-85
TAKEN BY Sandy McIntyre	ASSIGNED TO Fred Miller
NAME OF INQUIRER Jacqulyn L. Floyd	☒ WRITTEN ☐ PHONE CALL ☐ VISIT
ADDRESS 7647 SW Mapleleaf St	PHONE: RESIDENCE
CITY Tigard 97223	BUSINESS

☑ COMPLAINT ☐ INFORMATION ☐ REFERRED

SUBSTANCE OF COMPLAINT

15

☒ DRAFT REPLY SUITABLE FOR Jeff Lewis' Signature

☐ INVESTIGATE AND FURNISH THIS OFFICE WITH NECESSARY INFORMATION TO RESPOND TO INQUIRY.

COMMENTS AND RECOMMENDATIONS

NOTED
W. E. SCHWARTZ

RECEIVED
TAT HWY ENGR
✓
NOV 12 '85
REFER TO
E. Hardt
FOR

RECEIVED
DOT DIRECTOR
NOV 12 '85
REFER TO
Bell
FOR

Info	[illegible]	R/D	O/R	Sign	Act	File
	✓					

November 5, 1985

Jacqulyn L. Floyd
7617 S.W. Mapleleaf St.
Tigard, Oregon 97223

Jeffery Lewis, Citizen's Representative
160 State Capitol
Salem, Oregon 97310

Dear Sir;

I was refered to you in the following matter by the office of Congressman Les AuCoin.

I will state the problem briefly as possible. Each morning, during rush hours there is a huge traffic jam on Interstate 5, north, at mile 296. This is caused by bridge construction where three lanes have been merged into two. Construction started in August or before, and traffic jams have become increasingly bad since.

Now construction has completely stopped, machines sit idle and traffic, including interstate trucks back up each working day, traveling from all points south into the city of Portland.

The state project manager, Jerry Richardson, phone 238-8313, told me they had not contracted anyone to complete the project, and didn't plan to begin completion until Spring 1986! Then he estimated it would take 8 weeks to finish the bridge and re-open I-5 to the normal 3 lanes of traffic! He gave me the number of the Regional Operations director, Al Harwood, phone 653-3183, however I feel perhaps you could help untangle the situation far more effectively than I; just one of the stressed out thousands of working people suffering through this unnecessary and dangerous traffic jam caused by complete work stoppage on a vital bridge.

Thank you,

Jacqulyn L. Floyd

Jacqulyn L. Floyd

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

In Reply Refer to
File No.:

October 3, 1985

CON 3

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Attn: Ray E. Cox
Project Manager

Re: Marquam Bridge-SW Haines Road
FAP No. IRG-IR-5-5(94)293
Contract No. 10,048
Show Cause Rescission

On September 25, 1985, you received a 30-day show cause notice from this office for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, discussed and submitted at the compliance conference held on September 30, 1985, has been reviewed and determined to be acceptable. Your implementation of your corrective action plan shows that you are now taking the required affirmative action and can be considered in compliance with Title 23 USC 140. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice of September 23, 1985, is hereby rescinded. You are further advised that if it is found that you have failed to comply with the provisions of your corrective action plan, formal sanction proceedings will be instituted immediately.

Larry Rulien
State Highway Engineer

LR:JLW:mk

Form 734-3122

10,048

N

October 3, 1985

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5

Re: Time Extension Request
Marquam Bridge-SW Haines Rd.
Contract No. 10,048
FAP No. IRG-IR-5-5(94)293

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 31 calendar days due to not being permitted to perform cold plane work until the variable message signs were on the project.

The fifth paragraph of Section 111.02 of the special provisions states, "The contractor shall use the 'changeable message' signs as directed by the engineer".

The fifth paragraph of Section 111.11(t) of the special provisions states, "The approved units shall be on the project, and ready for use when traffic control devices are needed".

Your request is not valid and is therefore denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jarard Richardson w/att.

TE/204

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: September 20, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: MARQUAM BR.-SW HAINES RD.
Pacific Highway (I-5)
Contract 10048

Attached is a request for time extension from the contractor, Ross Brothers Construction, Inc., for a 31 day extension, due to the variable message sign being required on the job prior to cold planing.

Jerry Richardson recommends denial of the request, and lists his reasoning in his September 10, 1985 letter.

I agree with Jerry that there is no basis for time extension and recommend the request be denied.

10-3-85

W. E. Schwartz -

I concur with Region and Project Manager that this request is not valid and should be denied.

D. B. Jackmond

MC/gw
cc Jerry Richardson

1.5

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__ SEP 24 1985 FE__ CP__
CA__ PQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE__

1-125-1367

10048

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

September 23, 1985

NOTED
W. E. SCHWARTZ

CON 3

RECEIVED
STAT. HWY ENGR
SEP 25 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Gentlemen:

Marquam Bridge-SW Haines Road
FAP No. IRG-IR-5-5(94)293
Contract No. 10,048
Show Cause Notice

As a result of the review on the above project conducted on September 17, 1985 by the Oregon State Highway Division, it is our determination that you are not in compliance with your equal opportunity requirements and that good faith efforts have not been made to meet your equal opportunity requirements in the following areas:

1. Failure to meet the on-site workforce goals for minorities in the carpenter craft, and females in the carpenter, operator, and laborer crafts.

2. Failure to provide documentation that would reflect good faith efforts have been made to employ minorities and females.

3. Failure to take the specific affirmative action steps as listed in the contract special provisions, 6A to 6P, to ensure equal employment opportunity.

Your failure to take the contractually required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semi-skilled and skilled categories of employees.

The Federal Highway Administration Title 23 CFR 140 regulations are applicable to your Federal and/or Federal-aid highway construction contract and are controlling in this matter (see Required Contract

Provisions, Form PR-1273, Clause II). Title 23 USC 140 provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Federal Highway Administration your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference in your project office at 1:30 p.m. on October 1, 1985 for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Department of Transportation and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal and/or Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to Thomas Jones, Jr., Manager, EEO, MBE & Labor Compliance, Highway Division, Department of Transportation, Transportation Building, Salem, Oregon 97310, Phone (503) 373-7213.

Sincerely,

ORIGINAL SIGNED BY
L. W. RULIEN

Larry Rulien
State Highway Engineer

LR:mk

Encl. Conciliation Agreement

bc: W. E. Schwartz
Jack Sollis
C. O. Fredrickson
Thomas Jones, Jr.
Dale E. Wilken w/attach (3)

CONCILIATION AGREEMENT

Subsequent to Show Cause Notice -

If, at any time in the future, Oregon State Highway Division (OSHD) believes that ______________________________ has violated any portion of this agreement, ______________________ shall be promptly notified of that fact in writing. This notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, the notification shall provide _______________ _________________ with 15 days to respond in writing except where Oregon State Highway Division alleges that such delay would result in irreparable injury. It is understood that enforcement proceedings for violation of this agreement may be initiated at any time after the 15 day period has elapsed (or sooner if irreparable injury is alleged) without issuance of a Show Cause Notice.

It is recognized that where Oregon State Highway Division believes that the contractor has breached the conciliation agreement, evidence regarding the entire scope of _____________________________ alleged non-compliance which gave rise to the Show Cause Notice from which the conciliation agreement resulted, in addition to evidence regarding _______ ________________________ alleged violation of the conciliation agreement, may be introduced at the enforcement proceeding.

It is further recognized that liability for violation of this agreement may subject __________________________________ to sanctions as set forth under law.

________________________________ ____________________

Contractor's signature Date

jc #10,078

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-IR-5-5(94)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-21-85

4. PROGRAM NO.

5. ITEM NO.
30149
40062
40123

6. TO
Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 24, 1985

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Marquam Bridge - S. W. Haines Rd.

11. GENERAL DESCRIPTION OF WORK
Top trees and trim for ramp metering system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7-24-85 as requested in Mr. Fredrickson's letter of 8-20-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,000; Federal Funds $882.

RECEIVED
STATE HWY ENGR
AUG 28 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
8/28

14. DATE 8/26/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc **STATE COPY** cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
AUG -2 '85
REFER TO
FOR

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
IN COMPANY WITH Jarard Richardson, OSHD			
DATE OF INSPECTION July 2, 1985	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IRG-IR-5-5(94)293
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 10 %	WORK COMPLETED 3 %

MARQUAM BRIDGE - SOUTHWEST HAINES ROAD
PACIFIC HIGHWAY
Cold Planing, Paving, Structures and Ramp Meters

NOTED
W. E. SCHWARTZ

This project provides for the cold planing of Interstate 5 between the subject termini to restore the cross section. Also some paving will be required to build up the supers and all of the structures within the section will receive a latex modified high density concrete overlay. Also ramp meters will be installed at various locations throughout the project length.

At the time of the inspection the contractor was removing the sidewalk section and starting the first piling on the 26th Avenue structure widening. Also the contractor was grading in the vicinity of the Gabion walls adjacent to the Terwilliger curves.

Capital Highway northbound onramp has been closed to reduce I-5 peak traffic volumes at the 26th Ave. structure. One I-5 lane has been closed in each direction during the structure widening work. I expect the most difficult part in construction of this project will be traffic control. Average daily traffic through this project runs about 70,000 ADT. The project manager has 1983 traffic data showing the peaking of traffic to be in the vicinity of 5,000 vehicles per hour. It will be necessary for traffic to be reduced to two lanes for long periods of time in both directions during the construction. Although certain accesses will be restricted during construction it is still anticipated that traffic control will be an extremely difficult task on this project.

The contractor plans to start grinding the pavement about mid-July and will start on high density structure overlays in mid-August. Mainline I-5 work should be complete by September 30, 1985.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

10,048

X~~CALIFORNIA~~ PRELIMINARY NOTICE

N

YOUR ATTENTION IS DIRECTED TO ~~SECTIONS 30 ... 3098, CALIFORNIA CIVIL CODE WHICH~~ ~~WHICH~~ NOTIFY YOU "THAT IF BILLS ARE NOT PAID IN FULL FOR LABOR, SERVICES, EQUIPMENT OR MATERIALS FURNISHED, OR TO BE FURNISHED, THE IMPROVED PROPERTY (WHICH IS DESCRIBED HEREON) MAY BE SUBJECT TO MECHANICS' LIENS". (THIS STATEMENT IS APPLICABLE TO PRIVATE WORK ONLY.)

THIS IS NOT A LIEN. THIS IS NOT A REFLECTION ON THE INTEGRITY OF ANY CONTRACTOR OR SUBCONTRACTOR.

5922

YOU ARE HEREBY NOTIFIED:

DATE 7/1/85

THAT THE UNDERSIGNED HAS FURNISHED OR WILL FURNISH LABOR, SERVICES, EQUIPMENT OR MATERIAL OF THE FOLLOWING DESCRIPTION:

INDIVIDUAL OR FIRM

(NAME) Terra Aqua,Inc.

(ADDRESS) 4930 Energy Way

(CITY) (STATE) (ZIP) Reno, Nevada 89502

BY: (SIGNATURE) Dixie Odermatt

(TITLE) Office Manager (DATE) 7/1/85

(DESCRIPTION OF MATERIALS, LABOR, SERVICES OR EQUIPMENT FURNISHED) Galv. Gabions

Marquam Bridge S.W. Haines Road

10,048

(ADDRESS OF BUILDING, STRUCTURE, WORK OF IMPROVEMENT)

(CITY) (STATE) (ZIP)

THE NAME AND ADDRESS OF THE PERSON WHO CONTRACTED FOR THE PURCHASE OF SUCH LABOR, SERVICE, EQUIPMENT OR MATERIAL

IS Ross Brothers Construction

3501 Brooklake Road North

Salem, Oregon 97303

NOTICE TO PROPERTY OWNER

If bills are not paid in full for the labor, services, equipment, or materials furnished or to be furnished, a mechanic's lien leading to the loss, through court foreclosure proceedings, of all or part of your property being so improved may be placed against the property even though you have paid your contractor in full. You may wish to protect yourself against this consequence by (1) requiring your contractor to furnish a signed release by the person or firm giving you this notice before making payment to your contractor or (2) any other method or device which is appropriate under the circumstances.

TO: OWNER, REPUTED OWNER, OR PUBLIC AGENCY

Oregon Dept. of Transportation

121 Transportation Bldg.

Salem, Oregon 97310

TRUST FUNDS TO WHICH SUPPLEMENTAL FRINGE BENEFITS ARE PAYABLE

NAME

ADDRESS

NAME

ADDRESS

NAME

ADDRESS

(MATERIAL MEN NOT REQUIRED TO FURNISH THE ABOVE)

TO: ORIGINAL CONTRACTOR OR REPUTED CONTRACTOR

TO: CONSTRUCTION LENDER OR REPUTED CONSTRUCTION LENDER

NOTICE

TO CONSTRUCTION LENDER ONLY

ESTIMATED TOTAL PRICE OF THE LABOR, SERVICES, EQUIPMENT OR MATERIALS DESCRIBED HEREON.

$ [redacted]

PROOF OF SERVICE AFFIDAVIT

(SECTION 3097.1, CALIFORNIA CIVIL CODE)

Recd from
TERRA AQUA INC.
A SUBSIDIARY OF
MACCAFERRI GABIONS INTERNATIONAL
4930 ENERGY WAY
P.O. BOX 7546
RENO, NEVADA 89510

I, Anamarie STefani, declare that I served copies of the above).

(a) ☐ By personally delivering copies to ______ (name(s) and title(s) of person served) at ______

on ______ (date) 19 ____, at ______ (time) ___.m.

(b) ☒ By First Class Certified or Registered Mail service, postage prepaid, addressed to each of the parties at the addresses shown above on July 1, 19 85.

I declare under penalty of perjury that the foregoing is true and correct.

Signed at Reno, Nevada ~~XXXXXXX~~ on July 1, 19 85

[ATTACH RECEIPTS OF CERTIFIED OR REGISTERED MAIL WHEN RETURNED]

SIGNATURE OF PERSON MAKING SERVICE

REDIFORM® 4S449 POLY PAK (50 SETS) 4P449

4-83

OWNER COPY

RECEIVED
JUL 8 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: DUANE CHRISTENSEN
Road Design Engineer

DATE: June 18, 1985

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: TERWILLIGER CURVES

RECEIVED
STATE HWY ENGR
JUN 19 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
H. S. COULTER

About three years ago, at my request, Scott Coulter appointed a three-person committee to look into what might be done to alleviate the problem of overturned trucks on the Terwilliger curves section of I-5 in southwest Portland. Hal Versteeg was chairman of that group, Bud George and I were the other members.

After considerable study, Mr. Versteeg's people came up with about five alternatives for flattening the curvature through this section. The most promising was estimated to cost 12-13 million dollars. This idea was dropped as too expensive and we looked at lower-cost ideas to speak to the problem. Crews from the Region cross-sectioned the entire section of highway and found that some of the superelevation was not what it was thought to be, or what it ought to be. We also found that a good improvement could be made by lengthening the merge distance for the northbound on-ramp.

It is my understanding that the project recently let to contract does something about the superelevation in the curves, and also lengthens that northbound on-ramp merge distance. My point in writing is that I would suggest, if it hasn't already been done, someone in your section write up a narrative of what has been done as part of the current project. There are two reasons for my request: (1) so that we will know what it is we are building and the reasons for it and (2) assuming that at some point in the future there may be other studies done through this section, there will be a document in the files to indicate where we are with improvements and how we got there.

ELH /cp
cc H. S. Coulter
L. E. George
Dave Willhite

1-125-1387

10,[illegible]

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

Date: JUN 14 1985

SX-08676

TO: STATE OF OREGON
(Public Agency)
TRANSPORTATION BUILDING
SALEM, OREGON 97303

TO: ROSS BROTHERS
(Contractor)
3501 BROOKLAKE RD. NE
SALEM, OREGON 97303

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 10-3/4" O.D. x .250 WALL BLACK STEEL PIPE NEW 11-1/4" O.D. X 3/4" THICK ROUND END PLATES OF DOMESTIC STEEL

equipment or materials for a total estimated price of $10,000.00
TEN THOUSAND DOLLARS

For the building, structure, or other work of improvement located at:

MARQUAM BRIDGE
MULTNOMAH COUNTY
PORTLAND, OREGON

10,048

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

ROSS BROTHERS CONSTRUCTION
3501 BROOKLAKE RD. NE.
SALEM, OREGON 97303

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
JUN 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 10, 1985

Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

CON 5

#10,048

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,048 for work on the Marquam Bridge-S.W. Haines Road Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Jarard Richardson

ROSS BROS. CONSTRUCTION, INC.

GENERAL
CONTRACTOR
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

May 14, 1985

Department of Transportation
Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Re: Pacific Highway Project
Marquam Br.-S.W.Haines Rd
DBE/WBE Identification

Dear Sir:

As the contract documents require we hereby submit the following list of DBE and WBE proposed subcontractors.

1. DBE Subcontractor
Dirt & Aggregate Interchange
20905 N. E. Sandy Blvd
Portland, OR 97060
Phone : 661-5093

Item	Description	Qty	UM	Unit	Total
1.	Mobilization (Partial)	1	LS	$ 6,000.00	$ 6,000.00
12.	Remove Guardrail (Partial)	1	LS	1,200.00	1,200.00
14.	Cold Planing	218,000	SY	.52	113,360.00
35.	Guardrail T-2A	575	LF	13.00	7,475.00
36.	Guardrail T-3	75	LF	44.00	3,300.00
37.	Guardrail Anchors	3	EA	350.00	1,050.00
38.	Rail End Piece	1	EA	60.00	60.00
42.	Plane Grout Groove (Partial)	8,546	LF	-0-	-0-
55.	Cl-1 Prep	2,726	SY	3.00	8,178.00
58.	Cl-1 Prep	4,549	SY	3.00	13,647.00
72.	Cl-1 Prep	1,864	SY	3.00	5,592.00
73.	Cl-2 Prep	3	SY	3.00	9.00
					$ 159,871.00

2. DBE Subcontractor
The Kaspac Corporation
P. O. Box 02178
Portland, OR 97202
Phone: 231-0652

Item	Description	Qty	UM	Unit+	Total
8.	Temp Markers	725	EA	3.25	2,356.25
42.	Paint (Partial)	8,546	LF	.50	4,273.00
44.	Drainage Curb	32	LF	5.00	160.00
51.	T-1 Markers	2,500	EA	2,50	6,250.00
52.	T-II Markers	10,000	EA	1.40	14,000.00
					$ 27,039.25

RECEIVED
MAY 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: [illegible] Jones

3. WBE Subcontractor
Gervais Construction Inc.
P. O. Box 9130
Brooks, OR 97305
Phone: 393-0757

Item	Description	Qty	UM	Unit	Total
84.	Sign Bridge	1	LS	48,900.00	48,900.00
					$ 48,900.00

Our bid requires:

A) $186,876.00 to be subcontracted to a DBE firm.
B) $ 37,376.00 to be subcontracted to a WBE firm.

We intend to subcontract the following:

	DBE	WBE
Dirt & Aggregate	$159,871.00	$
Kaspac Corporation	27,039.00	
Gervais Construction		48,900.00
TOTALS	$186,910.00	$48,900.00

This exceeds the minimum contract requirements.

Thank you.

Very truly yours,

ROSS BROS CONSTRUCTION, INC.

Ray E. Cox, P.E.

REC:lb

RECEIVED
MAY 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,048

CON 21-12

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTR N

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-IR-5-5(94)293 5, E.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. *

6. TO * 30149, 40062, 40123

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR

Info	Recc	R/D	D/R	Sign	Act	File

Orig w/ att. to 4/25

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

MARQUAM BRIDGE - SW. HAINES ROAD

11. GENERAL DESCRIPTION OF WORK

Bridge Deck Restoration, Traffic Signal, and Safety Work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-11-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,828,854; Federal Funds $1,711,753.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

[illegible]

[illegible]

ROAD DESIGN-HIGHWAY DES 16

From Norm Henry
Design Team Supervisor
April 9, 1985

TO. Jerald Backstrand
Assistant Bridge Engineer

Marquam Bridge-S.W. Haines Rd.
Pacific Highway
Multnomah County
Prefix Number: 626-1957

Please provide plans for a sign bridge at Sta. 123+80± to replace the existing sign bridge at Sta. 120+70 which conflicts with traffic staging for the Hood St. O'xing deck overlay.

By copy of this letter, I am requesting the Traffic Section to provide you with the appropriate sign information.

Field work, a cross section, at the best suitable location has been requested from E. J. Dunn, Project Manager.

JB:mg

cc: L. E. George

10,044

Con 21-t2
I-5-5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 25, 1985
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IRG-IR-5-5(94)293
Marquam Bridge-SW Haines Road
Pacific Highway
Multnomah & Washington Counties

We have reviewed your roadside inventory analysis for this project submitted with Mr. Kuehn's letter of March 15, 1985. Your rationale reflects a dedication to safety while maintaining a responsible cost-effective approach based on experience and sensitive to local conditions.

Based on your analysis and documentation we agree that the best interest of the public will be served by the suggested exceptions from design standards. The exceptions include roadside slopes, guardrail end treatments and shoulder barrier shapes on retaining walls. We understand that guardrail ends are anchored and are fitted with safety end treatments but do not conform to the most recent details.

We also agree with your decision to retain the existing roadway widths on the Iowa Street and Hood Avenue structures. We understand that illumination and signing will be addressed in other projects currently under development.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (R Kuehn)
OSHD (G Potter)

NOTED
E. S. HUNTER

10,048

Con 2. 2E
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 6

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

DATE: March 15, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Richard Kuehn

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Marquam Bridge - S.W. Haines Rd.
Pacific Highway
Multnomah & Washington Counties

This is to submit the roadside inventory and request exceptions to the minimum standards for steep slopes, guardrail and concrete barrier. The design criteria is set forth in the "Guide For Selecting, Locating and Designing Traffic Barriers".

The purpose of this project is to remove ruts, widen three structures, add ramp metering and improve safety features.

Note 2 in "Remarks" of the attached "Roadside Inventory" deals with steep cut slopes. Due to the right of way limitations and excessive cost involved, we propose not to flatten slopes to 3:1. See attached pictures 11 and 12.

Note 3 explains in detail why we propose not to update guardrail flares because of high costs. See attached pictures 13 and 14.

Note 5 deals with not protecting vertical retaining walls with concrete barrier. We propose not to remove existing curb and paved berm to install concrete barrier due to the cost and limited improvement. See attached pictures 15 and 29. See attached letter from Assistant Bridge Engineer and Traffic Engineer for items 6, 8, 12, 25 and items 4, 7, 9, 10, 24, 26, 27, 34, 47.

We solicit your concurrence, that it is in the public's interest to allow exceptions to the minimum standards for steep slopes, guardrail and concrete barrier. The right of way limitations and costs are the prime factors in requesting these exceptions. This project will improve the rideability and safety of this area, while staying within a reasonable cost.

bcc: E. S. Hunter
E. L. Hardt
J. L. Gaither
N. L. Henry

RK:NH:mg

Attachment

10,048

CON 21-2t
I. 5 E.

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-5-5(79)293

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 2-25-85

4. PROGRAM NO.

5. ITEM NO. 30149

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/20/85

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Marquam Bridge - SW Haines Road Section

11. GENERAL DESCRIPTION OF WORK

Withdraw Construction Phase

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/12/85 the withdrawal of Construction under this project is approved.

Preliminary Engineering is eligible for Federal-aid.

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 2/25/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,049

CON 21-5
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: February 12, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30149
Project No. IRG-5-5(79)293
Marquam Bridge-S.W. Haines Rd. Sec.
Pacific Highway
Multnomah County

I request your approval of a program change to delete the construction phase for the subject project.

The construction phase will be combined with other work and programmed as a new project.

Preliminary engineering cost will be claimed for participation.

DRH:bkb
cc: General Files

Form 734-3122

ROAD DESIGN-HIGHWAY

DES 16

J. E. Backstrand
Assitant Bridge Engineer

February 12, 1985

Norman Henry
Norman L. Henry
Design Team Supervisor

Marquam Bridge-SW Haines Rd.
Pacific Highway
Multnomah County
Prefix Number: 626-1946

Transmitted are cross sections and data on the subject project, scheduled for March, 1985.

This data is being submitted for your investigation of work requested for design of retaining walls, Sta. 216+00-222+00, Northbound.

NH:mg

Attachment

bcc: Norm Henry

RDE
FDE
LE
SE
FPC
PDE
LFE
GTE

RECEIVED
FEB 12 1985
ROAD DESIGN
SECTION

Copy A
Return To
B/U / /

10,048

Con 2-42

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

October 2, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IRG-5-5(79)293
Marquam Bridge - Haines Road Section
Pacific Highway
Multnomah County

We have reviewed your September 17, 1984 proposal for the initial ramp metering installation on this portion of I-5. Based on Mr. Schwab's report we agree that it is prudent and cost effective to advance this ramp metering project without constructing HOV lanes at this time.

Sincerely yours,

G.K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (T Schwab)
OSHD (E Hardt)
OSHD (G Potter)

NOTED
E [illegible] HUNTER

RECEIVED
STATE HWY ENGR
OCT 3 '84
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc/
RNB
WES

101548 [illegible]

DATE: September 17, 1984 DES

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: I-5 South Ramp Metering
Marquam Bridge to Haines Road
HOV Ramp Meters

Currently, the Metro Region is developing a project for installation of ramp meter signals on the section of I-5 in Portland between the Marquam Bridge and the Haines Road Interchange.

Based on the experience that we have had with the ramp meters which have been in operation for several years on I-5 between Portland and Vancouver, we believe it would be best not to install HOV bypass lanes as part of the ramp meter project at the present time.

Attached is a report prepared by Transportation Analysis Manager Tom Schwab which explains this decision. C. T. Christianson has been involved in the development of this position and I believe he concurs in it.

Your approval is requested to proceed with the project with the understanding that the HOV ramp meter signals will not be a part of the project but instead will be installed at a later time.

Attachment

cc: Assistant State Highway Engineers
Ed Hardt

I-5 SOUTH RAMP METERING

High Occupant Vehicle Lane

Analysis
August 1984

A project to install ramp meters on eight on-ramps to I-5 South is now in the design stage. The project limits are between the Marquam Bridge and the Haines Road interchange. Ramp control is necessary on this section of freeway to maintain existing traffic flow. Some congestion is presently found for short periods at several locations along this route. Increased traffic will only result in increased congestion.

This section of I-5 is a six-lane freeway. Grades of up to 5% are found in the southbound direction on nearly half of this seven mile section.

The current trouble spot in the northbound direction during the morning peak period is encountered at the Multnomah and Terwilliger on-ramp area. The Multnomah on-ramp contributes approximately 700 vehicles per hour, while 550 vehicles enter the freeway from Terwilliger Blvd. Traffic entering the freeway from these ramps must merge into lane one of the freeway. The congestion encountered will last from 15 to 25 minutes. The remainder of the freeway northbound flows quite well considering the 5700 vehicles per hour on that section of freeway between the Terwilliger on-ramps and the Marquam Bridge.

One bottleneck in the southbound direction occurs where the I-405 and the Marquam Bridge traffic join and at approximately the same point one travel lane is dropped from the freeway. Within 1,000 feet downstream an on-ramp from Hood Street contributes over 800 vehicles per hour, which must merge into the right lane of the freeway. Traffic flow through this section is constrained because of the merging problem and the high traffic entering from Hood Street. The congestion usually begins at 5 PM and will last approximately 30 minutes. Travel southbound beyond this point flows reasonably well considering the grade and number of trucks during the evening peak hour.

TRAFFIC DATA

Traffic counts have been obtained at all of the on-ramps to be metered in this section. Additional traffic data such as the number of trucks and vehicle occupancy have been collected for all of these on-ramps. This traffic count and vehicle occupancy data has been summarized by fifteen minute intervals. Analysis of the traffic data reveals that some ramps have peak volumes for a forty-five minute period of the peak hour. It is found that the vehicle occupancy on the ramps entering the I-5 South freeway is somewhat lower than other through freeway ramps within the Portland area. There is no local bus service using these on-ramps at the present time, nor is any service planned in the near future.

A review of the existing on-ramp cross sections show that the standard 21 or 22 foot ramp design exists throughout this section of freeway. Current standards provide a 26 foot curb-to-curb section for single lane on-ramps.

HOV LANE DESIGN

Consideration has been given to provide High Occupant Vehicle (HOV) lanes at all ramps to be metered on the I-5 South section. In order to implement the HOV lane, reconstruction of these ramps will be required to provide sufficient width through the ramp control area. Reconstruction of the Haines Road and the North Tigard interchange is now underway as part of the freeway reconstruction in that area. These two ramps have been designed to current standards and the design reviewed for appropriate placement of the ramp control and the implementation of the HOV lane by-pass.

Traffic counts taken at the on-ramps to I-5 South show that approximately 9%-13% of the vehicles entering the freeway are two or more person vehicles. As stated earlier, this percent high occupant vehicle is much lower than most of the other on-ramps entering major freeways within the Portland area. Ramp control is a freeway management tool to maintain the efficiency of the freeway operation. Ramp metering on this section if I-5 South is necessary to maintain a reasonable level of service on the freeway.

Analysis of data collected at metered locations show a higher violation rate of the HOV lanes than with the metered lane. Enforcement of the HOV lane is necessary to maintain effective ramp control.

CONCLUSIONS

Ramp control should be installed within the next year at all on-ramps northbound between Haines Road and the Marquam Bridge. The Hood Street on-ramp southbound should also be included in the ramp meter program. The purpose of this ramp meter project is to improve traffic flow on I-5 south of the Portland Central Business District. Traffic volumes are approaching the point where ramp control can improve the efficiency of the freeway operation. Traffic volume increases without a freeway access management plan will lead to rapid deterioration of the carrying capacity.

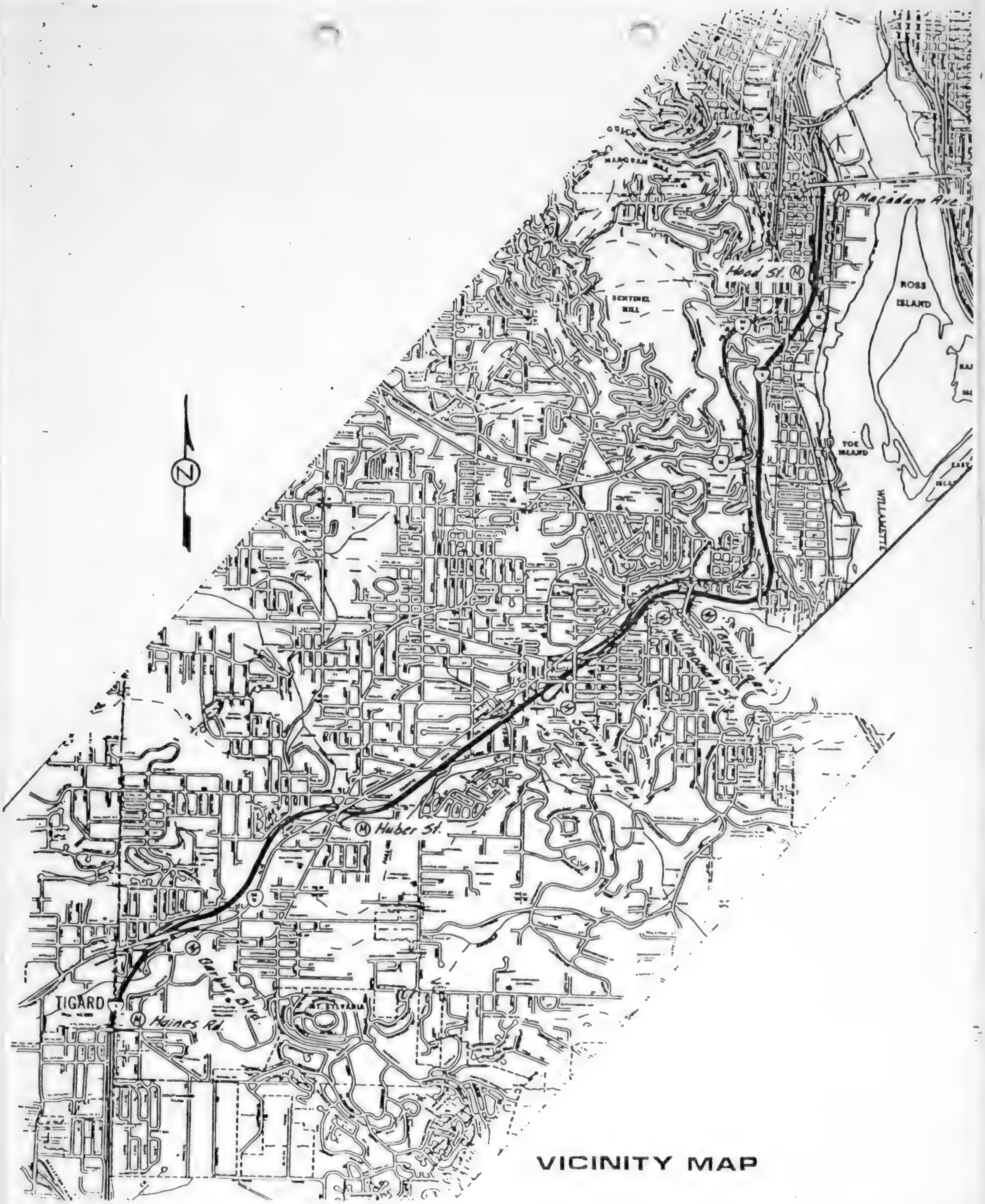
The ramp control measure on I-5 south is recommended as a Transportation System Management (TSM) project. High Occupant Vehicle (HOV) lanes are to be considered with each ramp meter project in Oregon. It is concluded that reconstruction of all on-ramps, except the Barbur and Haines Road interchange ramps, will be required in order to implement the HOV lanes.

A project is being designed to reconstruct the interchange area and ramps in the Terwilliger/Multnomah area. Also a recent analysis of accidents on I-5 south in the Terwilliger curve area reveals that some realignment to the freeway and several other ramp revisions should be undertaken. With the projects now being designed and identified for improvement needs on I-5 south, reconstruction of the on-ramps to implement the HOV lane at this time is not cost effective. Reconstruction of the on-ramps is estimated to triple the cost of the TSM program.

If HOV lanes were implemented with the ramp meter project, some level of enforcement would be necessary to maintain a reasonable level of operation on the freeway. Constraints to the State Police budget imposed by the State legislature requires enforcement of freeways within the Portland area to accomplished by other agencies. Experience with other ramp meter locations in the area shows these other agencies do not have the personnel to provide the enforcement necessary.

It is recommended that the ramp meter project proceed as a TSM improvement and that HOV lanes not be included in the design of the project. It is recommended that an HOV by-pass lane be installed at the recently reconstructed Haines Road northbound on-ramp.

It is also recommended that at some future date when the reconstruction occurs and/or enforcement is available, HOV lanes be implemented at that time.


N
Macadam Ave.
Hood St.
MARQUAM HILL
SENTINEL HILL
ROSS ISLAND
TOE ISLAND
WILLAMETTE
Multnomah St.
Spring Garden
Huber St.
Barbur Blvd.
TIGARD
Haines Rd.
MT. SYLVANIA

VICINITY MAP

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 10, 1984

FROM: Edward L. Hardt
Metro Region Engineer

Edward L. Hardt

SUBJECT: I-5 South Ramp Metering
Marquam Bridge to Haines Road
HOV Ramp Meters

We are presently working on the project to install ramp meter traffic signals on I-5 between the Marquam Bridge and Haines Road. The project is shown in the Six-Year Program for FY 85.

A point that needs to be resolved in the development of the project is how to handle signals and special on-ramp lanes for high occupancy vehicles (HOV). We have developed a position that indicates that until we find a way to adequately police HOV lanes, that it is not prudent to install them under this contract. We have discussed that concept with Cliff Christianson of the FHWA and he concurs.

In order to formalize that position with FHWA, Tom Schwab has worked up a discussion paper entitled "I-5 South Ramp Metering, High Occupancy Vehicle Lane Analysis, August 1984," which Mr. Christiansen has also reviewed and agrees with.

Attached you will find a copy of this report, along with a proposed draft for your use in transmitting this information to the local FHWA office, in order to get their concurrence.

Assuming that you approve the concept, please transmit Mr. Schwab's report to the FHWA for their concurrence.

ELH:se

Attachments

cc: Jim McClure
Tom Schwab

Draft OK
HSC

RECEIVED
STATE HWY ENGR
SEP 12'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10,048

Con 21-2 I.
I-5. E.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-5-5(79)293

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30149

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon Highway Division,ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-30-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
MARQUAM BRIDGE - SW. HAINES ROAD

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Swan's August 29, 1983 letter, I approve the revised Preliminary Engineering Costs, TEC of $65,800 Federal Funds.

(Increase TEC $18,800 Federal Funds)

RECEIVED
STATE HWY ENG
SEP 2 '83
REFER TO Potter
FOR
Info | Inves | R/D | File

Orig to 9/6

14. DATE 8-30-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,048

CON 21-2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-5-5(79)293 I-5E.

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30149

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-11-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
MARQUAM BRIDGE - SW. HAINES ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
PRELIMINARY ENGINEERING

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work. TEC $47,800 Federal Funds
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's June 29, 1983 letter.

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO Potter
FOR

Info	Inves	H/D	S/R	Sgn	Act	File

Orig to
7/15

14. DATE 7-11-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

10.648

CON 21-25
5 E

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 29, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30149
Project No. IRG-5-5(79)293
Marquam Bridge-S.W. Haines Rd. Section
Multnomah County

Enclosed is data consisting of PR-1 forms, project prospectus and project maps on the subject project.

I request authorization to proceed with preliminary engineering all phases including utility preparatory work at an estimated total cost of $47,800 with an obligation of $47,800 in Federal funds under Pub. L. 95-599, Section 117.

CL:bks
Enclosures

cc: Ed Hardt (Metro)
Jon Rose (Metro)
Robin Brooke (Metro)
General Files

Form 734-3122

10,048

CON 21-2
I-5, E.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone:
Date: December 3, 1981

TO: THE FILE

File No: PLA 6 (82/87)

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Six Year Program

Larry Rulien agreed to include the Marquam Bridge-SW Haines Road Section, I-5 Ramp Metering project in the final Six Year Highway Improvement Program.

ebg

xc: L. W. Rulien

RECEIVED
STATE HWY ENGR
DEC 4 '81
REFER TO
cy [illegible]
12/4
FOR

Info	Inves	R/D	D/R	Sign	Act	File

as per our discussion
R

10,048 Form FHWA 121 (1/80)

CON 21-2
I-5 E

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-5-5(-)293
Project Category Request
Marquam Bridge-SW. Haines Road
Pacific Highway (I-5), Multnomah County

Date: November 6, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

The subject project category request submitted with your October 14, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

RECEIVED
TECHNICAL SERVICES
NOV 12 '80
REFER TO
FC:

Info	Inves	R/D	[illegible]	[illegible]	Act	File

10,048

CON 21-2
5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PLA 6

DATE: September 22, 1980

TO: H. S. Coulter
State Highway Engineer

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Marquam Bridge-SW Haines Rd.
Ramp Metering
Pacific Highway
Multnomah County

We have received a request from R.N. Bothman to add a ramp metering project to the Six Year Program. The project is recommended by the "I-5 South Freeway Management Report" recently prepared in METRO.

Mr. Bothman is suggesting a January 1982 bid opening so that implementation of the ramp metering will coincide with the opening of I-205. In order to meet that schedule, preliminary engineering should be started in early 1981. Some adjustments in the scheduling of Interstate projects in the current Six Year Program will need to be made to provide funds for this new project.

We concur in Mr. Bothmans request and if you approve, we have drafted a letter to the Transportation Commission for your use.

RHP:bke

In view of uncertainty of Interstate program (pending legislation) and overcommitments — NOT APPROVED
F. Klaboe

question: how does this relate to I-205?

RECEIVED
STATE HWY ENGR
SEP 22 '80
REFER TO
9-30
cy
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3112

1985 Church St. (Monmouth) S. 10,050
Fork Ash Cr. Sec, Pac. Hwy. W. Monmouth
(paving)

10,050

N

November 21, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#10,050

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 10,050 awarded to Comco Const. Co., Oregon LTD, dba Salem Road & Driveway Co. for paving on the Church Street (Monmouth) South Fork Ash Creek Section of the Pacific Highway West in Polk County.

Final payment on this contract is $3,137.90 and the total contract amount is $94,517.97. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Comco Const. Co., Oregon LTD
Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
11-21-85 ac

10,050

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10050, On Site Work Substantially Completed July 19, 1985

All Work Completed September 5, 1985

Project Church St. (Monmouth)-S.Fork Ash Creek

Highway Pacific Highway West

County Polk

Type of Work Paving

Contractor Comco Const. Co. Ore. Ltd. dba Salem Road & Drwy. Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

noted
R Gormsen

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,050

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Church St.(Monmouth) -S. Fk.Ash Creek Sec

WEEK ENDING: Sept. 7, 1985

SECTION PREFIX: C10050

HIGHWAY: Pacific Hwy West

COUNTY: Polk

NAME OF JOB: Church St.(Monmouth)-S.Fk.Ash Creek

KIND OF WORK: Paving

CONTRACTOR: Salem Road & Driveway Co

CONTRACT NUMBER: 10050

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 14, 1985

DATE WORK STARTED: June 11,1985

ESTIMATED COMPLETION DATE: July 19, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 113,760.67

SPECIFIED COMPLETION DATE: September 15, 1985

PERCENT OF TIME ELAPSED: 50

EXCLUSIVE OF ENGINEERING: $ 103,825.24

ENGINEERING AUTHORIZATION: $ 9,935.43

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 104,952

ENGINEERING COST TO DATE: $ 7,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . + 1 %

PERCENT OF AUTHORIZATION . . . . . 70 %

DATE PROJECT WAS COMPLETED: July 19, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		1.20			1.20
MILES PARTIALLY COMPLETED					
MILES COMPLETED		1.20			1.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)		160			2,450
TOTAL QUANTITIES CORRECTED TO DATE		77			2,587
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		77			2,587
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

x

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___ SEP 09 1985 FE___ CP___
CA___ PQC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity.

REMARKS

3rd Notification issued Sept 5th.

PROJECT COMPLETED

FINAL REPORT

Visitors to project:

Next Week:

SIGNED Alva D. Vohland LOCATION Corvallis

Alva D Vohland, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Sherwood-Rex (Southbound) 10,051
Sec. Pacific Hwy. West E. of Newberg.
(Grading, paving & signing

#10,051

5

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 11, 1988

In Reply Refer to
File No.:
DES 22

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Project Development Engineer

SUBJECT: Subsection 103.03
Performance Bond and Payment Bond
Your File HA-OR

copy
Pro 5-1

In reply to your letter dated July 13, 1988 regarding performance bond costs for bonus work on future contracts, we have revised Subsection 103.03 to except bonus work along with force account work from the cost used to compute the performance bond premium.

A copy of Subsection 103.03 showing the changes is attached along with a copy of Subsections 106.19(b-1) and 450.95, which are in the Corvallis/Lebanon Interchange-Halsey Interchange Section of I-5 currently under construction. (Contract 10426 - Oregon Project IR-5-4(108)216).

This change will be included in all projects on the September 22, 1988 letting.

DC:TL:jr

cc: Don Adams
Cam Gilmour
Ken Husby
T. W. Litchfield

Form 734-3122 (1-87)

103.03 Performance Bond and Payment Bond - The performance bond and the payment bond to be furnished by the successful bidder shall be the bonds of a surety company authorized to transact business in the State of Oregon, which bonds must be in all respects satisfactory and acceptable to the Transportation Commission. The amounts of the performance bond and payment bond shall each be the same as the amount of the contract. Work performed on a force account basis under 109.07 **and as bonuses under 106.19(b-1) and 450.95** are not covered by the performance and payment bonds and will be excluded from the final contract amount for bond premium purposes. Specimen copies of the performance bond and the payment bond are included in the proposal form for this project.

The performance bond and the payment bond are to be signed, witnessed and sealed in accordance with the procedures established for the "Performance Bond" in the appendix of the Standard Specifications (pg. 737).

The performance bond and payment bond must be signed by the surety company's Attorney in Fact and the surety's seal must also be affixed to both the performance bond and payment bond. A Power of Attorney for the Attorney in Fact must be attached to the bonds.

106.19 Statistical Acceptance Sampling and Testing - When the specifications require material to be sampled, tested, and statistically evaluated for acceptance, the following shall apply:

(a) Statistical acceptance - Analysis for statistical acceptance shall be as described in 106.20.

(b) Pay adjustments - As an incentive to produce quality material, a Pay Factor will be computed by the Quality Level Analysis procedures.

(b-1) Superior material - Any constituent with a Pay Factor (PF) greater than 1.0 for the lot, or any material with a Composite Pay Factor (CPF) greater than 1.0 for the lot, will be considered superior quality. When specified, a constituent or material of superior quality may obtain a PF or CPF greater than 1.00, up to a maximum of 1.05.

(b-2) Specification material - Any constituent with all test values within specified limits will be considered specification material. A PF or CPF of at least 1.00 will be warranted for a constituent or material in a lot represented by three or more sublot test values, all of which are within specified limits.

(b-3) Nonspecification material - Any material with test results outside the specified limits is nonspecification material. When specified, a lot containing nonspecification material may be accepted at a reduced price if the CPF is at least 0.7500, as described in 106.19(c).

(c) Handling of nonspecification materials:

(c-1) Rejection without testing - If the Contractor removes material from a designated sample site prior to sampling because the Engineer or the Contractor elected to remove such material as provided below, a new random sample site will be established for the remainder of the sublot.

a. Rejection by Contractor - The Contractor, prior to sampling, may elect to remove any material that appears defective and replace it with new material at the Contractor's expense. This new material will be sampled, tested, and evaluated according to 106.19.

b. Rejection by Engineer - The Engineer, prior to sampling, may reject any material that appears defective. Material rejected before placement shall not be incorporated in the work. Material in place that is rejected shall be removed.

450.95 Bonus Payment for Smoothness - A bonus payment will be made to the Contractor for pavement tested by the graphic profile method having a surface smoother than 5.0 inches per mile for each segment as determined in 450.48. The bonus will be paid for each 0.1-mile segment of each travel lane having a profile index less than 5.0 and no individual deviations greater than 0.3-inch. The bonus payment will be made only for those segments meeting the above requirements without any corrective action as specified in 450.48(c).

The bonus payment for each bonus lot shall be computed as follows:

$$\text{Bonus} = 0.015 \left[\frac{5.0 - (\overline{PI})}{5.0} \right] \times \text{Quantity} \times \text{Unit Price}$$

which $PI = \frac{\sum x}{n}$, the lot arithmetic mean of segments meeting the bonus requirements.

$\sum$ = summation of
x = average of the two profile indexes of the segment (inches per mile)
n = total number of segments eligible for the bonus
Quantity = the total pay quantity (square yards) for all segments which qualify for bonus payment
Unit Price = the unit price for "Portland Cement Concrete Pavement" as shown in the bid schedule

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street N.E.
Salem, Oregon 97301

July 13, 1988
IN REPLY REFER TO
HA-OR

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Proj. Dev. Engr. Doc
RECEIVED
JUL 13 1988
RD/LOC/SPECS OFFICE

	RDE		BPM	
	RDS		LPC	
Z	SE		LA	
	LE		LDS	
	LFE		RWD	
	LFS		LLC	
	PDE		HE	
	PDS		GTE	

Dear Mr. Forbes:

Oregon Project F-9-3(14)
Sherwood - Rex Southbound
Pacific West
Washington County

We have approved and are returning P. A. No. 9 to reimburse the contractor for the increased cost of the project performance bond. However, we request that Specification 103.03, Performance Bond, be revised to exempt increased performance bond costs for bonus work on all future contracts. We also request that if possible, some means be found to exempt these additional costs on all projects under contract.

Increased payment to a bonding company based on bonus work is not appropriate. If a contractor defaults, the bonding company is not obligated to perform bonus work. Additionally, bonus work is much like force account work (which is exempt) in that it is only paid after it has been performed. There is no risk to the bonding company in either situation.

Please advise us of your proposed actions.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (C. Gilmour, Program)
OSHD (K. Husby, Const) w/encl
Price Agreement No. 9
OSHD (T. Litchfield, Spec)

7/19
Litchfield -
Please work with Husby to resolve draft a reply for my signature Due 8/8/88
Doc

NOTED
SHE'S OFFICE

info copies to:
D. Adams
D. Christensen
R. Kuelin

RECEIVED
STATE HWY ENGR
JUL 14 '88
REFER TO
Christensen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

7/19
cm

cc G. Ilmour
Husby
Litchfield
(FYI)

10 051

jc cc: OSHD (D. For[illegible])

US Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 3	COUNTY Washington		DIVISION Oregon
DATE OF REPORT 8/11/88		REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. F-9-2(10)
COMPLETION DATE July 11, 1986		ACCEPTANCE DATE BY CONTRACT AGENCY December 15, 1987	TIME ELAPSED 100 %	CONTRACT TIME 150 Calendar days plus 49 days extension
APPROVED EXTENSIONS 49		LOCATION Approximately 5 miles east of Newberg on the Sherwood-Rex (S.B.) Section of the Pacific Highway west in Washington County		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work*

SHERWOOD - REX SECTION
PACIFIC HIGHWAY WEST
Grading, Paving & Signing

This project provided for intermittent widening and paving of this 4.19 mile section. Also included in the work was the elimination of several at-grade median crossings and modification of others.

The final cost of the original contract bid items was $1,694,053.74 or a 2.96 percent overrun of the contract bid amount of $1,645,287.80. The final cost of the project including all changes and engineering was $2,011,932.05.

The contractor was initially assessed liquidated damages for an overrun of project time. However, the contractor requested and was granted a time extension which eliminated all liquidated damages for the project.

All participating work has been completed.

A final inspection by FHWA was made on November 17, 1986.

- DBC -

RECEIVED
STATE HWY ENGR
AUG 12 '88
REFER TO Husby
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cg
8-17

*NOTE: Note applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 8/11/88	TITLE District Engineer A	DATE 8/12/88

FORM FHWA 1446B (Rev 1-87) PREVIOUS EDITIONS MAY BE USED.

10.051 J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: July 26, 1988

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

In Reply Refer to
File No.:

FROM: For O.B. Jackman
Kenneth E. Husby
Construction Engineer

CON 5
10051

SUBJECT: Reference No. HA-OR
Sherwood-Rex Southbound
Pacific Highway West
Washington County
Contract No. 10051
Price Agreement No. 9
FAP No. F-9-3(14)

Your letter of July 13, 1988, requested that we revise Section 103.03 of our Standard Specifications to exempt the payments made for bonus quality work from Performance and Payment Bond coverage. We have done so, and we have also changed other specifications so that the premium for bonds will no longer be considered to be included in the Mobilization bid item, but will be presumed to be distributed throughout all contract bid items. Hence, we do not intend to pay bond premium costs due to quantity overruns on future contracts.

For your information, we did not include bonus payments for quality work performed in our computation of the amount of bond premium paid under Price Agreement No. 9 on the above contract. We included only net contract bid item overrun amounts. It is our intent to continue to resist such requests, if received, under the theory that the surety is not obligated to underwrite bonus work.

OBJ:mk

cc: ✓Don Adams/attach.
D. O. Christensen/attach.
Cam Gilmour/attach.

07251m

D. R. ADAMS

RECEIVED
STATE HWY ENGR
JUL 27 '88
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street N.E.
Salem, Oregon 97301

July 13, 1988
IN REPLY REFER TO
HA-OR

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Forbes:

Oregon Project F-9-3(14)
Sherwood - Rex Southbound
Pacific West
Washington County

We have approved and are returning P. A. No. 9 to reimburse the contractor for the increased cost of the project performance bond. However, we request that Specification 103.03, Performance Bond, be revised to exempt increased performance bond costs for bonus work on all future contracts. We also request that if possible, some means be found to exempt these additional costs on all projects under contract.

Increased payment to a bonding company based on bonus work is not appropriate. If a contractor defaults, the bonding company is not obligated to perform bonus work. Additionally, bonus work is much like force account work (which is exempt) in that it is only paid after it has been performed. There is no risk to the bonding company in either situation.

Please advise us of your proposed actions.

Sincerely yours,
Orignal Signed By
JERALD E. HEIMBUCH
District Engineer

Dale E. Wilken
Division Administrator

pls respond.

cc:
OSHD (C. Gilmour, Program)
OSHD (K. Husby, Const) w/encl
Price Agreement No. 9
OSHD (T. Litchfield, Spec)

RECEIVED
CONSTRUCTION
SECTION

CC Ken Husby —
I assume you will take the ~~[illegible]~~ lead in responding.

PROGRAM SECTION
MANAGER ____ OFFICE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUL 14 1988
REFER TO ____
R/D ____ ACT ✓ REPLY ____
DISC ____ INFO ____ FILE ✓

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

011

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Sherwood - Rex Southbound		CONTRACT NO. 10051
HIGHWAY Pacific Hwy. W.	COUNTY Washington	PREFIX C10051
CONTRACTOR'S NAME AND ADDRESS Baker Rock Crushing Company 21880 SW Farmington Road Beaverton, OR 97007		F. A. PROJECT NO. F-9-3(14) PRICE AGREEMENT NO. # 9

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Reimburse contractor for increased cost of contract performance bond due to project overrun.

APPROVED EFFECTIVE DATE 6/13/88
Contingent upon modification of a project agreement if additional funds are required.
BY
TITLE DISTRICT ENGINEER
DATE 7/13/88
FEDERAL HIGHWAY ADMINISTRATION

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4009 BW	Contract Overrun Performance Bond	All Required	Lump Sum	$ 195.00	$ 195.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 195.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

o.k.
Ken [illegible]

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: CONTRACTOR DATE 6/7/88

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE 6/7/88

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION William Embler DATE 6/13/88

NOTED OR APPROVED BY CONSTRUCTION DATE JUN 17 1988

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION

10,051

JW

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-81	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 3	3-8-88	County Washington Project Number F-9-3(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,040,869	$ 2,053,728
Federal funds	$ 1,799,025	$ 1,810,361
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of [illegible], 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. [illegible] for

MANAGER, PROGRAM SECTION
(Title)

By XXXFOR: DON FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 26, 1988

FEDERAL AID PROJECT NO. F-9-3(14)

SHERWOOD-REX (SOUTHBOUND) SECTION
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHT-OF-WAY

Right-of-way

All Required	$	7,000.00
Subtotal	$	7,000.00
Acquisition Expense		1,000.00
Total	$	8,000.00

TYPE CODE 1000
ROADWAY (STA. 406+00 TO STA. 627+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt in Tack Coat	TON	$ 265.00	44	$11,660.00	83.47	$ 22,199.55
48-inch Culvert Pipe	LF	60.00	50	3,000.00	90	5,400.00
				$14,660.00		$ 27,519.55

Increase	$ 12,859.55
Subtotal from estimate of January 30, 1987	1,818,749.06
Subtotal	$1,831,608.61
Engineering	212,432.39
Total	$2,044,041.00

Length of Project	4.186 mi.
Cost of Roadway Per Mile	$ 488,304.11

RETAIN IN RESERVE

Removal of Roadside Obstructions

All Required	$	1,500.00
Subtotal	$	1,500.00
Engineering		187.00
Total	$	1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
R/W	010	$ 8,000.00	$ 7,052.00	$ 948.00
Roadway	010	2,044,041.00	1,801,822.00	242,219.00
Reserve	010	1,687.00	1,487.00	200.00
Total		$2,053,728.00	$1,810,361.00	$ 243,367.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. 10,051
Prefix: C034-2552
Prefix: C034-1023
Primary 4R

NONPARTICIPATING ITEMS

Single Mailbox	Each	10	75.00	$ 75.00
Multiple Mailbox Supports	Each	3	125.00	375.00
Mailbox Concrete Collars	Each	3	300.00	900.00
				$ 2,025.00

RLC:bkw

10,051

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

A-17-87

State Oregon
County Washington
Project Number F-9-3(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,976,981.00	$ 2,040,869.00
Federal funds	$ 1,742,708.00	$ 1,799,025.00

Other revisions Any real property acquired for this project determined to be excess to present or future program needs will be disposed of in accordance with OMB Circular A-102 and governing FHWA requirements.

This modification is made for the following reasons: To include authorized right-of-way acquisition costs and increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 1987

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 30, 1987

FEDERAL AID PROJECT NO. F-9-3(14)

SHERWOOD-REX (SOUTHBOUND) SECTION
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHT-OF-WAY

Right-of-way	All Required	$ 7,000.00
	Subtotal	$ 7,000.00
	Acquisition Expense	1,000.00
	Total	$ 8,000.00

TYPE CODE 1000
ROADWAY (STA. 406+00 TO STA. 627+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 5.10	24,648	$125,704.80	30,388	$154,978.80
Class "C" Asphalt Concrete Mixture	18.08	4,820	87,145.60	6,292	113,759.36
			$212,850.40		$268,738.16

Increase	$ 55,887.76
Subtotal from estimate of December 11, 1985	1,762,861.30
Subtotal	$1,818,749.06
Engineering	212,432.94
Total	$2,031,182.00

Length of Project	4.186 mi.
Cost of Roadway Per Mile	$ 485,232.20

RETAIN IN RESERVE

Removal of Roadside Obstructions

All Required	$ 1,500.00
Subtotal	$ 1,500.00
Engineering	187.00
Total	$ 1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
R/W	010	$ 8,000.00	$ 7,052.00	$ 948.00
Roadway	010	2,031,182.00	1,790,486.00	240,696.00
Reserve	010	1,687.00	1,487.00	200.00
Total		$2,040,869.00	$1,799,025.00	$241,844.00

Sub. Job 010: 0%; 011: 100%
Contract No. 10,051
Prefix: C034-2552
C034-1023
Primary 4R

NONPARTICIPATING ITEMS

Single Mailbox	Each	10	75.00	$ 75.00
Multiple Mailbox Supports	Each	3	125.00	375.00
Mailbox Concrete Collars	Each	3	300.00	900.00
				$ 2,025.00

RLC:bkb

[illegible] 051

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-158	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 1		Project Number F-9-3(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 11, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,913,582.00	$ 1,976,981.00
Federal funds	$ 1,686,822.00	$ 1,742,708.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of DEC, 1985

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 11, 1985

FEDERAL AID PROJECT NO. F-9-3(14)

Sherwood-Rex (Southbound) Section
Pacific Highway West
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 406+00 to Sta. 627+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Treated Base Mixture	$10.70	12,100	$129,470.00	16,555	$177,138.50
Cement in Treated Base Mixture	65.00	666	43,290.00	908	59,020.00
			$172,760.00		$236,158.50

Increase	$ 63,398.50
Subtotal from Estimate of June 6, 1985	1,699,462.80
Subtotal	$1,762,861.30
Engineering	212,432.70
Total	$1,975,294.00

Length of Project --------------- 4.186 miles
Cost of Roadway Per Mile ------- $471,881.03

Retain in Reserve

Removal of Roadside Obstructions	All Required	$ 1,500.00
	Subtotal	1,500.00
	Engineering	187.00
	Total	$ 1,687.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,975,294.00	$1,741,221.00	$234,073.00
Reserve	1,687.00	1,487.00	200.00
Total	$1,976,981.00	$1,742,708.00	$234,273.00

Group 1: 100%
Contract No. 10,051
Prefix: 34-1959 P.E.
Prefix: 34-1023
Primary 4R
Appn Code: 010

Nonparticipating Items

Single Mailbox Supports	Each	10	75.00	$ 750.00
Multiple Mailbox Supports	Each	3	125.00	375.00
Mailbox Concrete Collars	Each	3	300.00	900.00
				$ 2,025.00

RLC:me

10.051 t

TO BE COMPLETED BY FHWA		STATE
6-69	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Washington
		PROJECT NUMBER F-9-3(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, "Sherwood-Rex (Southbound) Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-17-85	4.196
OTHER *(Specify)*		

FUNDS PRO RATA 88.16%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,913,882.00	$ 1,686,822.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ____________
Manager, Program Section
(Title)
XXX By For: W.S. Coulter, P.E.
State Highway Engineer
(Title)
By ____________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 11 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon June 6, 1985

Federal Aid Project No. F-9-3(14)

Sherwood-Rex (Southbound) Section
Pacific Highway West
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadwayu (Sta. 406+00 to Sta. 627+00)

Mobilization	Lump Sum	All	Lump Sum	$ 93,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	10,000.00
Temporary Signs	Sq. Ft.	812	7.50	6,090.00
Temporary Barricades	Each	11	90.00	990.00
Temporary Guardrail, Type 2A Reflectorized	Lin. Ft.	375	9.00	3,375.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	2,000	10.75	21,500.00
Temporary Plastic Safety Markers	Each	30	40.00	1,200.00
Temporary Delineators	Each	30	12.00	360.00
Sequential Arrow Signs	Each	2	2,000.00	4,000.00
Flaggers	Hour	1,200	1.00	1,200.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	8,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	8,500.00
General Excavation	Cu. Yd.	24,648	5.10	125,704.80
Trench Excavation	Cu. Yd.	863	7.00	6,041.00
Furnishing and Placing Topsoil	Cu. Yd.	50	11.00	550.00
Watering	M-Gal.	390	20.00	7,800.00
Treated Base Mixture	Ton	12,100	10.70	129,470.00
Cement in Treated Base Mixture	Ton	666	65.00	43,290.00
Aggregate Base	Ton	2,100	8.55	17,955.00
Aggregate Shoulders	Ton	2,250	7.65	17,212.50
Aggregate Shoulders, Recycled	Cu. Yd.	3,600	5.15	18,540.00
Class "B" Asphalt Concrete Mixture	Ton	29,450	17.37	511,546.50
Class "C" Asphalt Concrete Mixture in Leveling	Ton	4,820	18.08	87,145.60
Asphalt Cement in Mixture	Ton	1,880	175.00	329,000.00
Asphalt in Tack Coat	Ton	44	265.00	11,660.00
Concrete in Box Culverts	Cu. Yd.	21	280.00	5,880.00
Reinforcement in Box Culverts	Lb.	2,530	0.50	1,265.00
12-inch Culvert Pipe	Lin. Ft.	892	16.00	14,272.00

18-inch Culvert Pipe	Lin. Ft.	191	25.00	4,775.00
24-inch Culvert Pipe	Lin. Ft.	50	35.00	1,750.00
48-inch Culvert Pipe	Lin. Ft.	50	60.00	3,000.00
12-inch Storm Sewer Pipe	Lin. Ft.	360	16.50	5,940.00
18-inch Storm Sewer Pipe	Lin. Ft.	70	30.00	2,100.00
24-inch Storm Sewer Pipe	Lin. Ft.	70	35.00	2,450.00
12-inch Slotted Drain Pipe	Lin. Ft.	30	16.00	480.00
Extra for Pipe Under Pavement	Lin. Ft.	306	10.00	3,060.00
Concrete Manholes	Each	3	1,000.00	3,000.00
Concrete Inlets, Type G-2	Each	3	350.00	1,050.00
Concrete Inlets, Type M-E	Each	1	350.00	350.00
Concrete Inlets, Type D	Each	1	350.00	350.00
6-inch Drain Pipe	Lin. Ft.	30	10.00	300.00
Gravel in Drains	Cu. Yd.	35	10.00	350.00
Guardrail, Type 2A	Lin. Ft.	8,300	8.30	68,890.00
Guardrail Anchors, Type 1	Each	12	275.00	3,300.00
Guardrail Anchors, Type 1 Modified	Each	6	215.00	1,290.00
Rail End Pieces, Type B	Each	10	36.00	360.00
Rail End Pieces, Type C	Each	8	72.00	576.00
Extra for Asphalt Approaches	Each	55	200.00	11,000.00
Extra for Asphalt Ditch Lining	Sq. Yd.	124	12.10	1,500.40
Concrete Barrier	Lin. Ft.	675	19.00	12,825.00
Geotextile Fabric in Drains	Sq. Yd.	195	2.00	390.00
Delineators, Type 2	Each	260	20.00	5,200.00
Delineators, Type 4	Each	35	12.00	420.00
Adjusting Manholes	Each	2	300.00	600.00
Seeding, Fertilizing and Mulching	Acre	9	700.00	6,300.00
Remove Existing Sign Installation	Lump Sum	All	1,660.00	1,660.00
Wood Sign Posts	Lump Sum	All	4,000.00	4,000.00
Type C Signs in Place	Sq. Ft.	270	8.00	2,160.00
Type D Signs in Place	Sq. Ft.	18	8.00	144.00
Type EE Signs in Place	Sq. Ft.	490	10.50	5,145.00
Type U Signs in Place	Sq. Ft.	240	12.50	3,000.00
				$1,643,262.80

Anticipted Items

Railroad Protective Costs	All Required		$ 19,500.00
Permanent Pavement Striping	All Required		9,500.00
Temporary Erosion Control	All Required		20,000.00
Reflective Pavement Markers	All Required		7,200.00
			$ 56,200.00
		Subtotal	$ 1,699,462.80
		Engineering	212,432.20
		Total	$ 1,911,895.00

Length of Project	4.186 miles
Cost of Roadway Per Mile	$ 457,138.55

Retain in Reserve

Removal of Roadside Obstructions	All Required		$ 1,500.00
		Subtotal	$ 1,500.00.
		Engineering	187.00
		Total	$ 1,687.00

SUMMARY OF FUNDS 88.15%

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,911,895.00	$ 1,685,335.00	$ 226,560.00
Reserve	1,687.00	1,487.00	200.00
Total	$ 1,913,582.00	$ 1,686,822.00	$ 226,760.00

Group 1 100%
Contract No. 10,051
Prefix: 34-1959 P.E.
Prefix: 34-1023
Primary 4R

Nonparticipating Items

Single Mailbox Supports	Each	10	75.00	$ 750.00
Multiple Mailbox Supports	Each	3	125.00	375.00
Mailbox Concrete Collars	Each	3	300.00	900.00
				$ 2,025.00

10,051

December 23, 1987

CON 5 - 10,051

Insurance Company of North America
P. O. Box C-90026
Bellevue, WA 98009

Contract No. 10,051 awarded to Baker Rock Crushing Co. for work on the Sherwood-Rex (Southbound) Section of Pacific Highway West in Washington County was completed on March 3, 1987, and accepted by the State Highway Division on December 15, 1987.

Final payment in the amount of $16,663.99 will be released to the contractor after December 29, 1987. The total contract amount is $1,787,542.95 including $44,778.50 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

slp
cc: Baker Rock Crushing Co.
21880 S.W. Farmington Road
Beaverton, OR 97007

Emery and Karrigan, Inc.
123 N.E. Third, #465
Portland, OR 97232

NOTED ON CARD
slp 12-23-87

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Bill Anhorn

10,051

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10051

TO: Commission Services

DATE: December 15, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10051, On Site Work Substantially Completed July 11, 1986

All Work Completed March 3, 1987

Project Sherwood-Rex (southbound)

Highway Pacific Highway West

County Washington

Type of Work Grade, Pave, and Signing

Contractor Baker Rock Crushing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-23-87 - Surety letter written. slp

RECEIVED
DEC 16 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,051

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-3(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40122

6. TO

3-19-87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 20, 1987

8. FEDERAL ROUTE NUMBER FAP 9

9. STATE ROUTE NUMBER 1 W

10. GENERAL LOCATION:
Sherwood - Rex

11. GENERAL DESCRIPTION OF WORK
Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/20/87 as requested in Mr. Fredrickson's letter of 3/10/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $2,500; Federal Funds $2,203.

RECEIVED
STATE HWY ENGR
MAR 24'87
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

14. DATE 3/19/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,051

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

PROJECT NAME (SECTION) SHERWOOD-REX SOUTHBOUND		WEEK ENDING JANUARY 24, 1987
		CONTRACT NO. C10051
HIGHWAY PACIFIC HWY. WEST	COUNTY WASHINGTON	F.A. PROJECT NO. F-9-3(14)
CONTRACTOR BAKER ROCK CRUSHING CO.	KIND OF WORK GRADE PAVE SIGN	DATE OF AWARD MAY 16, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 177,962.25	AUTHORIZATION	$ 136,239.00	FIRST NOTIFICATION DATE JUNE 13, 1985
		COST THIS WEEK	$ 1,538.95	ESTIMATED DATE OF COMPLETION, OR JULY 11, 1986
ESTIMATED PROJECT COST	$ 177,962.25	TOTAL TO DATE	$ 199,922.95	
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	0.0 %	PERCENT OF AUTHORIZATION	146 %	SECOND NOTIFICATION DATE AND JULY 11, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
150	07/11/86	150	150.0	100	
CD	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
JANUARY 1987

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	24,648 CY	12,100 TN	34,270 TN			
EST. CORRECTED QUANTITIES	30,388 CY	16,555 TN	27,338 TN			
EST. PERFORMED TO DATE	30,388 CY	16,555 TN	27,338 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

ALL CONTRACT WORK AND EXTRA WORK COMPLETE.

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

SEMI-FINAL [redacted] SUBMITTED TO REGION JANUARY 23, 1987
AWAITING MISCELLANEOUS PAPERWORK.
LAST REPORT!!!

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
ARVEY NELSON

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,051

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
DEC 19 '86
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to File No.:
CON 5
10051

DATE: December 12, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-9-3(14)

Contract 10051, Work Completed July 11, 1986

Project Sherwood-Rex (Southbound)

Highway Pacific Highway West

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 17, 1986

G. K. Horner
for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
DEC 23 1986
OREGON DIVISION

RECEIVED
DEC 15 1986
OREGON DIVISION

734-2023 (2-85)

10.051

jc cc: O[illegible]D (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH
A. Nelson, Proj Mgr, and K. Husby, Reg 2 Const Engr; OSHD

DATE OF INSPECTION 11/17/86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-9-3(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

SHERWOOD - REX (SOUTHBOUND) SECTION
PACIFIC HWY. WEST
Grading, paving & Signing98

This project provided for intermittent widening and paving of this 4.19 mile section. Also included in the work was elimination of several at-grade median crossings and the modification of the others that remain.

The final cost of the project is anticipated to be very close to the project authorization. All work is now complete except for the placement of the recessed traffic buttons. Acceptance of the project is recommended upon completion of this work.

Price Agreement No. 7 provided for the importation of coarse aggregates for most of the top lift of the AC paving. The base lift paving and a small amount of the top lift had been paved when it became apparent that the coarse aggregates, although passing specifications, contained a sufficient quantity of material which degrades with time. Degradation of the coarse aggregates is a very undesirable charachteristic as the pavement life is greatly reduced when this occurs. The cost to import other coarse aggregates to complete the project was approximately $10,500. This cost was established using the price differential between sources in the production of the aggregates (Santosh site used for imported rock) and the additional haul distance.

Mr. Nelson noted that the contractor received a paving bonus of approximately $28,000 and that an approximate $3,500 penalty was assessed the contractor for aggregate gradation in the cement treated base used on the project.

- DBC -

NOTED
W. E. SCHWARTZ

Cy
12/8

RECEIVED
STATE HWY ENGR
DEC 5 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Form FHWA-1446A
(Rev. 2-84)

jc

U. S. DEPARTMENT OF TRANSP[illegible]ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-3(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40122

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 16, 1986

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

Sherwood - Rex (Southbound) Section, Pacific Hwy West

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7/16/86 the Program Change adding "Right-of-Way Acquisition" to the character of the proposed work is approved.

Also as requested, you are authorized to proceed with the acquisition of the needed Right-of-Way at a TEC of $8,000; with no increase in Federal Funds.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 22 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/22

14. DATE 7/21/86

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10 351

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 16, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. F-9-3(14)
Sherwood-Rex (Southbound) Section
Pacific Highway West
Yamhill County

I request your approval of a program change on the subject project to include in the character of proposed work "Right-of-way Acquisition" at an estimated total cost of $8,000. The area to be acquired is for the relocation of the access to Bell Road.

I further request confirmation of previous authorization as of July 16, 1986 to proceed with the actual acquisition of the needed right-of-way. Authorization as requested will not involve an increase in total cost or federal funds as currently under project agreement for the project.

CPL:bkb
cc: J. Boyd
D. Aman
Region 2
General Files

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5 10270
10051

TO: Marion Craft, Metro Construction Engineer
Ken Husby, Region 2 Construction Engineer

DATE: June 26, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Coarse Aggregate
Baker Quarry
Contract No. 10270
Contract No. 10051

Aggregate for these two paving projects is slated to come from Baker Quarry. Performance of material from that source have been in and out over a number of years.

Currently arrangements are being made to not utilize coarse aggregate from this source in the wearing coarse on either project. If current qualification or requalifying of crushed materials from the source fails, cost of importing acceptable aggregate will be at contractor expense. If passing, at State expense. This is appropriate in the case of Contract No. 10270; possibly for Contract No. 10051.

Such payment is inappropriate on a continuing basis. Either the material meets specifications or it does not.

If the material meets the specifications and still is unacceptable, then we need different specifications. Your early input would be appreciated for both the short range documentation and the longer range solution. As part of this, please send us a complete set of qualification records, your findings and recommendation, as we no longer routinely receive these type records.

GW:mk

cc: ✓W. E. Schwartz
Bill Quinn - Please compile a tabulation of all qualifying tests performed on material from this pit during the past five years, whether of pit run or crushed. Please indicate what testing was conducted on each sample and the results. Your early analysis would be appreciated.

06252m

RECEIVED
STATE HWY ENGR
JUN 26 '86
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

81-125-1387

10,051

April 16, 1986

Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

CON 5
10051

Re: Time Extension Requests
Sherwood-Rex (Southbound)
Contract No. 10051
FAP No. F-9-3(14)

Your two requests for additional contract time in which to complete the above project have been carefully reviewed.

Your first request was for an additional 21 calendar days for the restriction of northbound traffic to one lane. Your request was based on the additional work performed. A review of the project records indicates that a time adjustment of an additional 15 calendar days is warranted for this additional work performed. The adjusted contract time for the restriction of northbound traffic to one lane is 40 calendar days. There remains 6 calendar days of liquidated damages under this part of the contract.

Your second request was for additional contract time for total contract completion. Action on this request is not necessary. Price Agreement No. 4 has extended the contract completion time to June 30, 1986, and liquidated damages will not be assessed until that date.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Arvey Nelson.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Arvey Nelson w/att.
FHWA w/att.
Bruce Walton
TE/266

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Husby, Construction Engineer
Region II

DATE: January 8, 1985

FROM: Arvey Nelson
Project Manger

SUBJECT: Time Extension Request (Detour)
Sherwood-Rex (Southbound)
Pacific Highway West
Contract No. 10051

REGION
RECEIVED
RLO ... RE ... LCE KEH ... RTS ... RLS ... RPC ... RFS ... RUS ... RG ... RSR

Submitted for your review is a 21 day time extension request by Baker Rock Crushing Co. asking that the time allowed for the one lane detour be increased from 25 days to 46 days.

Per plan detail the southbound roadway on Highway 99W was lowered 2 1/2 feet at the Southern Pacific Railroad Votaw Undercrossing structure to increase the roadway clearance from 15 feet to 17 1/2 feet. During construction lowering the roadway grade, southbound traffic was detoured to the northbound lanes. The contract specified the one lane detour would not exceed 25 calendar days. Traffic, unfortunately, was actually routed over the detour from August 6 to September 20, 1985, a total of 46 days, for which 21 days of liquidated damages have been assessed.

A wet and unstable subgrade in the area of the roadway lowering was the prime cause the construction completion was delayed. The plans detailed a 1700 lineal foot full roadway section be constructed from Sta. 533 to Sta 550. An unstable subgrade was encountered at the structure area from Sta. 540 to Sta. 548. At this subgrade area an existing and malfunctioning perfpipe system was removed and replaced, by price agreement, with a new and expanded subgrade drainage system. Several percolating subgrade springs were discovered during the excavation which required additional perfpipe to drain and stabilize the wet subgrade material. At additional soft subgrade locations the excavation was taken 1 1/2 feet below grade and backfilled with previously salvaged base rock.

As a result of the unforeseen subgrade problems, roadway excavation the contractor anticipated would take one week to complete actually required 3 1/2 weeks to complete.

The contractor has noted six incidents with his time extension request. My recommendation for each incident is noted.

4-10-86
W.E. Schwartz—
I concur with Region and P.M. and recommend a 15 C.D. time extension on this phase of the work
R.B. Jackman

81-125-1367

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1985

In Reply Refer to
File No.:
TRA

Ken and Marian Hosler
Tualatin Valley Nurseries
Route 3, Box 310
Sherwood, OR 97140

You received a copy of Fred Miller's September 5 letter to Senator Jim Simmons concerning the removal of the median crossover at Station 475 and Highway 99W. In that letter it was explained that we have tried to reasonably balance the public/private access needs and the safety of the highway user. We do not believe it is reasonable to establish a crossover for your property as you have proposed.

Fred Miller asked that I let you know we are continuing with our plan to improve the median crossovers at Kruger Road and at Station 455, which we believe will provide your nursery with safe, reasonable access.

Your concern in this matter is appreciated.

Larry W. Rulien
State Highway Engineer

cc: Fred Miller
E. S. Hunter
W. E. Schwartz
W. G. Anhorn

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
SEP 16 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

TUALATIN VALLEY NURSERIES
Route 3, Box 310 • Sherwood, Oregon 97140 • Phone: 503/625-7211

August 30, 1985

RECEIVED
STATE HWY ENGR
SEP - 3 '85
REFER TO
Anhorn

RECEIVED
DOT DIRECTOR
SEP 03 '85
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[illegible] please
Due 9/10

Mr. Fred D. Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Subject: Crossover at Station 475
Sherwood-Rex (Southbound) Section Project

Dear Sir:

We hand delivered a letter to you on August 29th and inadvertently omitted the enclosed copy of the print from subject project.

We wish to clarify our proposal as to the sight distance between Stations. In the event that Station 475 was moved to Station 472 + 50 this would increase the sight distance of Station 482 (Kruger Road-Elwert Road Intersection) by 300 feet to a total of 1000 feet, and the sight distance from Station 472 + 50 to Station 455 would then be approximately 1600-1700 feet.

Thank you.

Very truly yours,

Ken Hosler Marian Hosler

Ken and Marian Hosler

Enc.

cc: Edward S. Hunter

TUALATIN VALLEY NURSERIES
Route 3, Box 310 • Sherwood, Oregon 97140 • Phone: 503/625-7211

August 26, 1985

Fred Miller, State Highway Engineer
Oregon State Highway Department
205 East Salem Highway
Salem, Oregon 97310

Subject: Crossover at Sta. 475
Sherwood-Rex (Southbound) Section Project

Dear Sir:

The reason we are opposed to this crossover removal is that it will severely curtail our retail nursery business by causing a great deal of inconvenience to our regular as well as prospective customers.

We propose that the crossover at Station 475 be moved to Station 472 + 50 which is the middle of our property as shown on the enclosed copy of print from subject project. This would increase the sight distance by three hundred feet which is already better than that of Station 482.

We are a legitimate business and feel we are as entitled to direct access for our customers as are the other businesses on subject project, and one that is not servicing a business.

The distance between crossovers at Station 475 (at our nursery) is just as great or better than that of those from the Sherwood junction.

Please give this your utmost consideration as the crossover removal will definitely effect our future business and loss of property value as well.

Thank you.

Very truly yours,

Ken Hosler Marian Hosler
Ken and Marian Hosler

Enc.
cc:

W. G. Anhorn

9-3-85
Anhorn
Ole R/D
ESH

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO
[illegible]
FOR

Info	Haves	R/D	D/R	Sign	Act	File

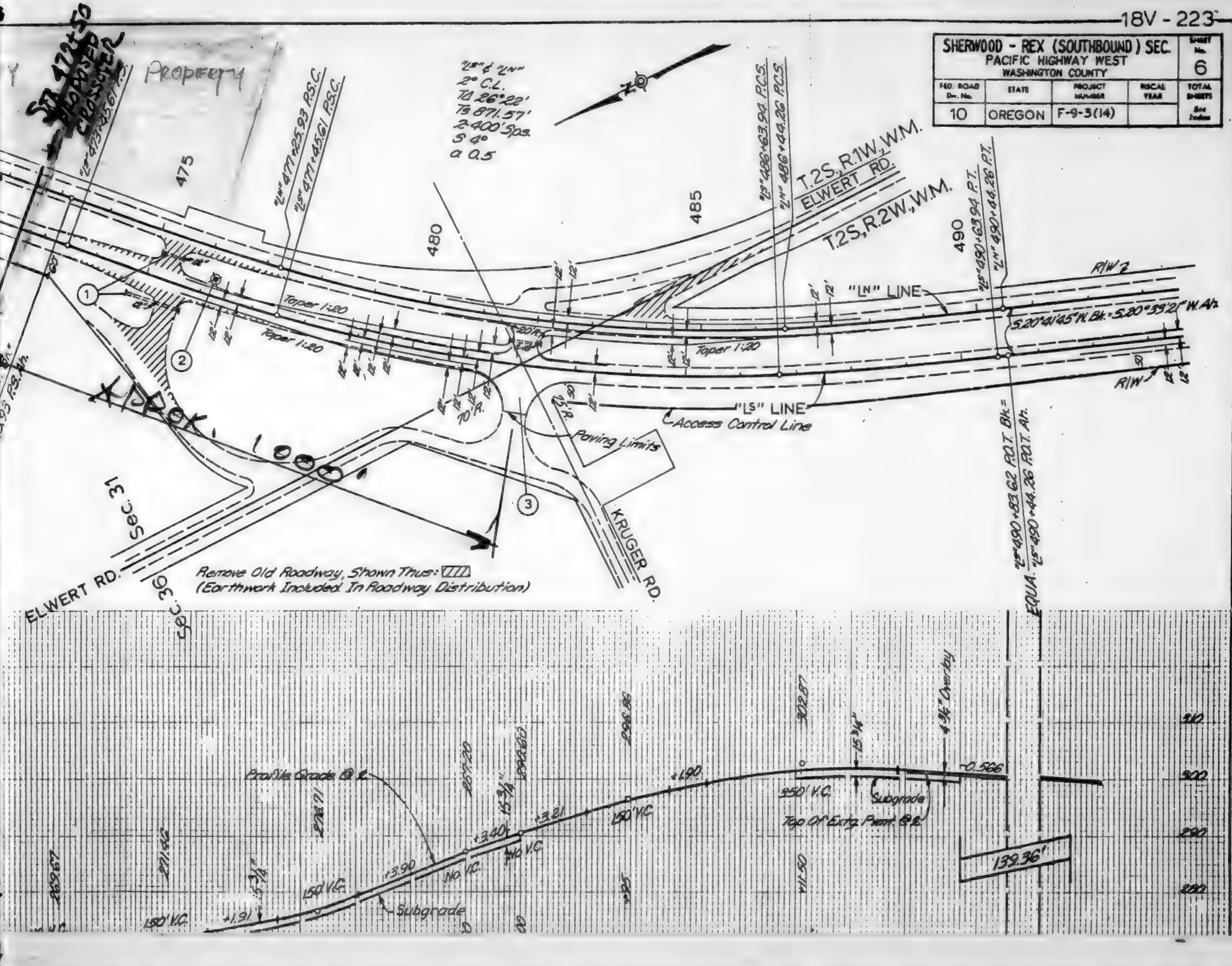
RECEIVED
DOT DIRECTOR
AUG 29 '85
REFER TO
Hunter
FOR

Info	Haves	R/D	D/R	Sign	Act	File
		✓				

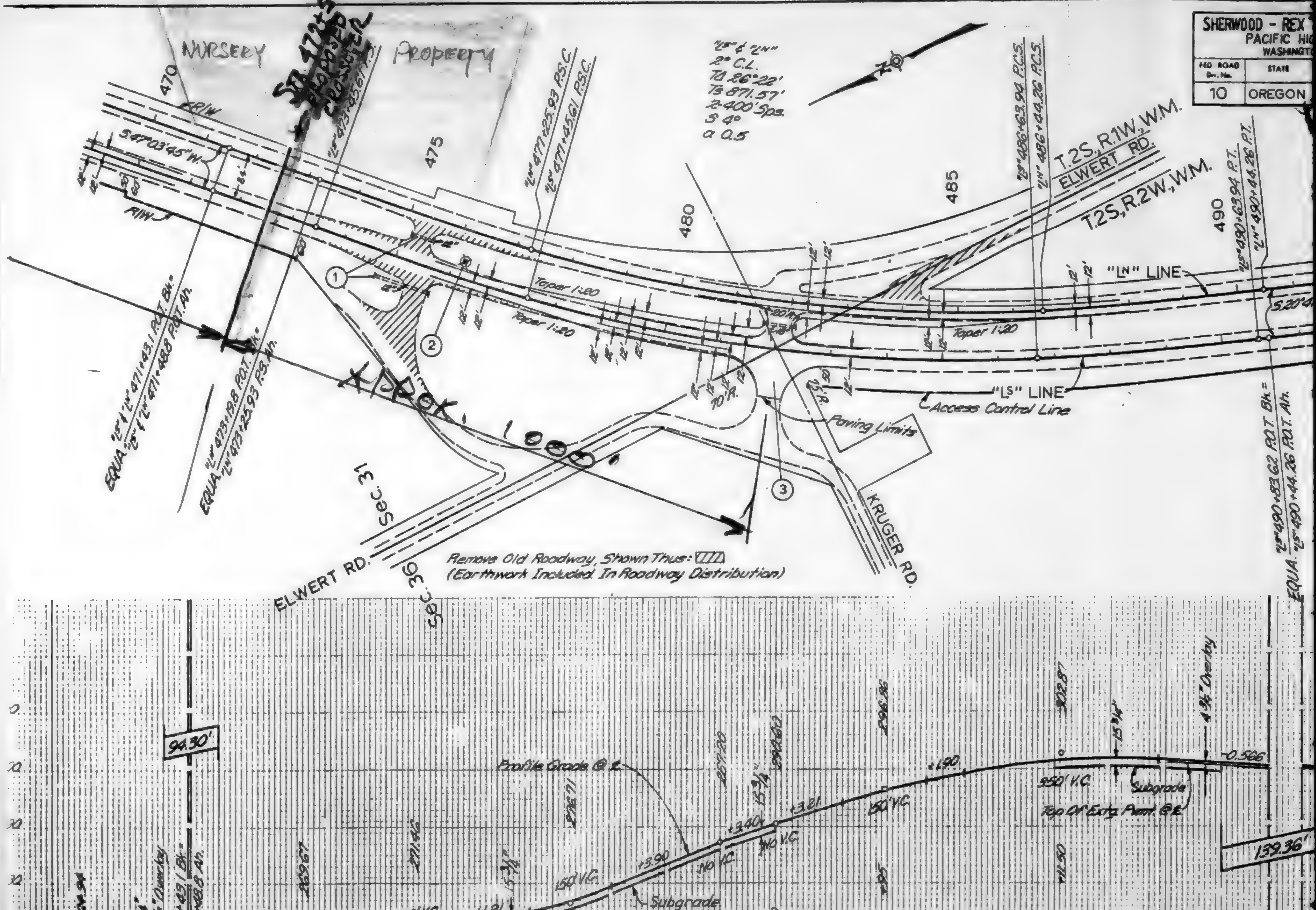
Hand delivered

18V - 223

SHERWOOD - REX (SOUTHBOUND) SEC. PACIFIC HIGHWAY WEST WASHINGTON COUNTY				SHEET No.
				6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-9-3(14)		See Index



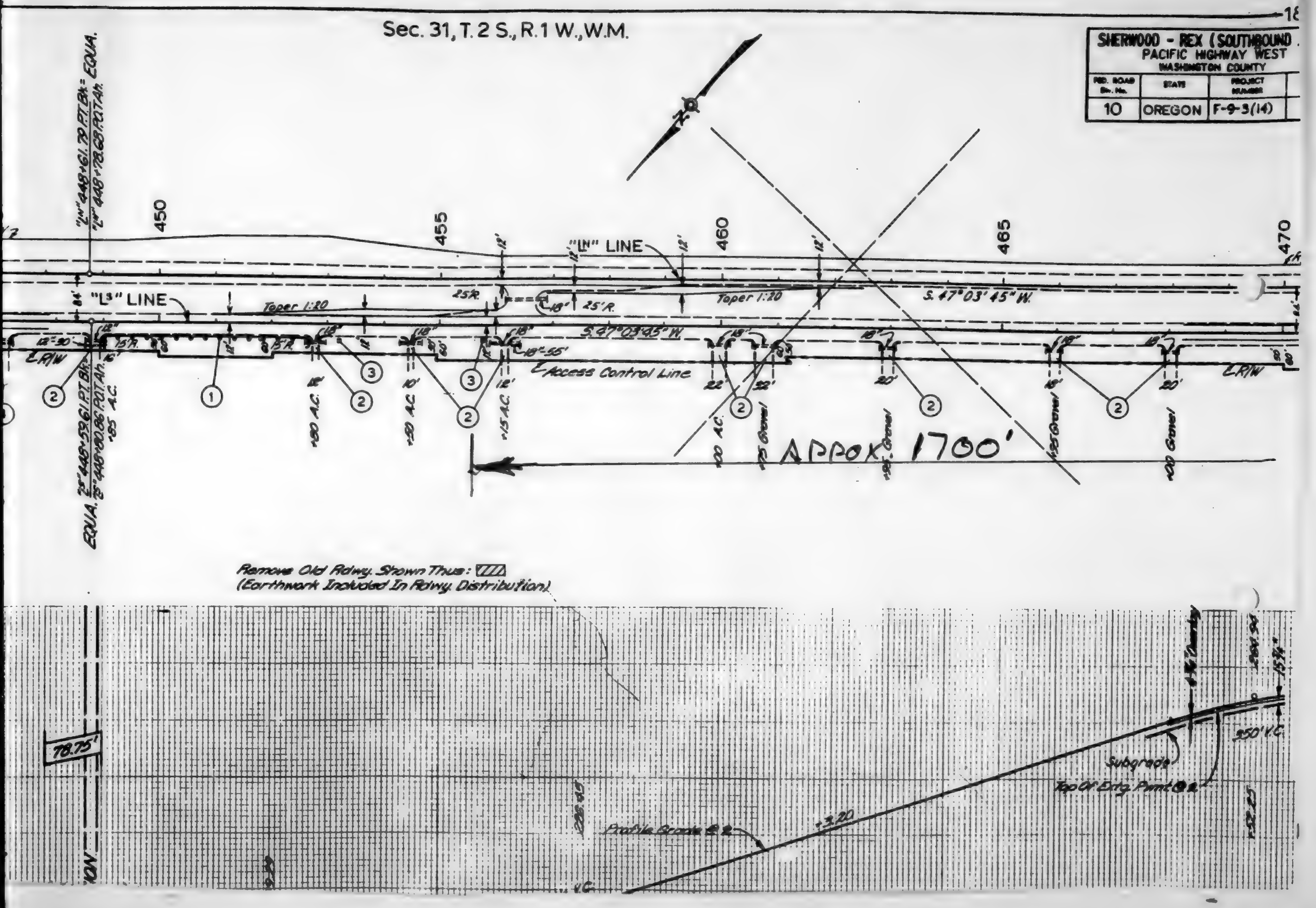
STA 472+50
PROPOSED CROSSOVER
PROPERTY
"LS" 473+35.61 P.T.
"LN" 477+25.93 P.S.C.
"LS" 477+45.61 P.S.C.
"LS" & "LN"
2° C.L.
Δ 26°22'
Ts 871.57'
2-400' Sps.
S 4°
a 0.5
475
480
485
490
T.2S, R.1W, W.M.
ELWERT RD.
T.2S, R.2W, W.M.
"LS" 486+63.94 P.C.S.
"LN" 486+44.26 P.C.S.
"LS" 490+63.94 P.T.
"LN" 490+44.26 P.T.
R/W 2
R/W
"LN" LINE
"LS" LINE
Access Control Line
S.20°41'45"W. Bk. = S.20°33'21"W. Ah.
Taper 1:20
12'
20'R.
10'R.
25'R.
Paving Limits
KRUGER RD.
ELWERT RD.
Sec. 31
Sec. 36
APPROX. 1000'
①
②
③
Remove Old Roadway, Shown Thus: ▨
(Earthwork Included In Roadway Distribution)
EQUA. "LN" 490+83.62 P.O.T. Bk. = "LS" 490+44.26 P.O.T. Ah.
Profile Grade @ ℄
Subgrade
Top Of Extg. Pavmt. @ ℄
4 3/4" Overlay
15 3/4"
-0.566
+1.90
+3.21
+3.40
+3.90
+1.91
350' V.C.
150' V.C.
140' V.C.
110' V.C.
139.36'
302.87
296.86
292.60
287.20
278.71
271.46
263.67
+11.50
310
300
290
280


SHERWOOD - REX
PACIFIC HIG
WASHINGTO
FED ROAD Div. No. 10
STATE OREGON
NURSERY PROPERTY
STA. 472+50 PROPOSED CROSSOVER
"LS" 473+45.67 P.T.
470
475
480
485
490
R/W
S.47°03'45"W.
"LS" & "LN"
2° C.L.
TΔ 26°22'
Ts 871.57'
2-400' Sps.
S 4°
a 0.5
"LN" 477+25.93 P.S.C.
"LS" 477+45.61 P.S.C.
"LS" 486+63.94 P.C.S.
"LN" 486+44.26 P.C.S.
T.2S., R.1W., W.M.
ELWERT RD.
T.2S., R.2W., W.M.
"LS" 490+63.94 P.T.
"LN" 490+44.26 P.T.
"LN" LINE
"LS" LINE
Access Control Line
Paving Limits
Taper 1:20
S.20°4
20' R.
70' R.
25' R.
12'
EQUA. "LS" & "LN" 471+43.1 P.O.T. Bk.= "LS" & "LN" 471+48.8 P.O.T. Ah.
EQUA. "LN" 473+19.8 P.O.T. Bk.= "LN" 473+25.93 P.S. Ah.
EQUA. "LS" 490+83.62 P.O.T. Bk.= "LS" 490+44.26 P.O.T. Ah.
APPROX. 1000'
1
2
3
Sec. 31
Sec. 36
ELWERT RD.
KRUGER RD.
Remove Old Roadway, Shown Thus: ▨
(Earthwork Included In Roadway Distribution)
94.30'
139.36'
Profile Grade @ ℄
Subgrade
Top Of Extg. Pavt. @ ℄
4¾" Overlay
15¾"
15¾"
350' V.C.
150' V.C.
140' V.C.
150' V.C.
+1.90
+3.21
+3.40
+3.90
+1.91
-0.566
302.87
296.98
267.20
271.46
269.67
+43.1 Bk.
+48.8 Ah.

SHERWOOD - REX (SOUTHBOUND
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
10	OREGON	F-9-3(14)

Sec. 31, T. 2 S., R. 1 W., W.M.

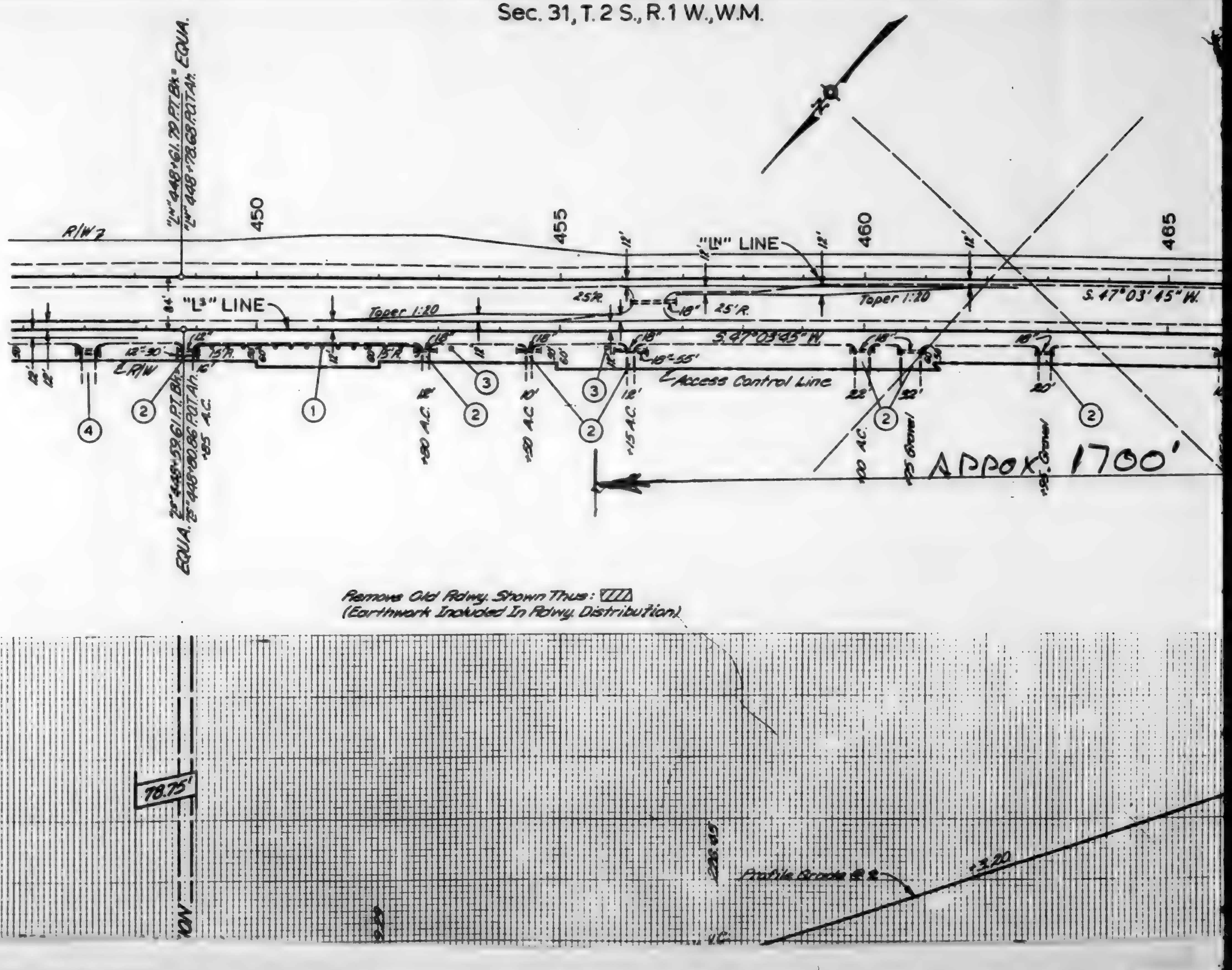

18
"Ln" 448+61.79 P.T. Bk. = EQUA.
"Ln" 448+78.68 P.O.T. Ah.
EQUA. "L3" 448+59.61 P.T. Bk.
"L3" 448+80.86 P.O.T. Ah.
+85 A.C.
450
455
460
465
470
"Ln" LINE
"L3" LINE
Taper 1:20
Taper 1:20
25'R.
25'R.
15'R.
15'R.
S. 47°03'45" W.
S. 47°03'45" W.
12'
12'-30'
16'
18"
18"-55'
84'
22'
20'
18'
10'
℄ R/W
℄ R/W
℄ Access Control Line
1
2
3
+80 A.C.
+50 A.C.
+15 A.C.
+00 A.C.
+75 Gravel
+95 Gravel
+55 Gravel
+00 Gravel
APPOX. 1700'
Remove Old Rdwy. Shown Thus: ▨
(Earthwork Included In Rdwy. Distribution)
78.75'
296.03
Profile Grade @ ℄
+3.20
V.C.
350' V.C.
Subgrade
Top Of Extg. Pvmt. @ ℄
+32.25

' Rail-400' (Type 2A)
2,W 0, E=0
r (Type 1 Mod) - 2 (Total)
ce (Type B) - 2 (Total)

: -9 (Total)
7 Culv. Pipes
. Pipe-30'
. Pipe-55'
-24'
:.Y.

Mailbox Support-2 (Total)

ote 3



Sec. 31, T. 2 S., R. 1 W., W.M.
"L1" 448+61.79 P.T. Bk. = EQUA.
"L4" 448+78.68 P.O.T. Ah.
EQUA. "L3" 448+59.61 P.T. Bk.
"L3" 448+80.86 P.O.T. Ah.
+85 A.C.
450
455
460
465
R/W
"L3" LINE
"LN" LINE
Taper 1:20
Taper 1:20
S. 47° 03' 45" W.
S. 47° 03' 45" W.
Access Control Line
R/W
84'
12'
12"-30'
15' R.
25' R.
25' R.
18"
18"-55'
16'
10'
22'
32'
20'
+80 A.C.
+50 A.C.
+15 A.C.
+00 A.C.
+75 Gravel
+85 Gravel
① ② ③ ④
APPROX. 1700'
Remove Old Rdwy. Shown Thus: ▨
(Earthwork Included In Rdwy. Distribution)
78.75'
Profile Grade
+3.20
V.C.

10 051

jc

cc: OSHD (Hunter)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ XX INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
SEP 23 '85
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
IN COMPANY WITH Arvey Nelson, Project Manager; OSHD			
DATE OF INSPECTION 9-10-85	INSPECTION MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-9-3(14)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 69 %	WORK COMPLETED 55 %

cy

SHERWOOD - REX (SOUTHBOUND)
PACIFIC HWY. WEST
Grading, Paving & Signing

SCOPE OF INSPECTION

This inspection included a review of work complete, work underway, and test results.

WORK COMPLETE

This project provides for removing several at-grade median crossings, constructing accel-decel lanes for the crossings that remain, and overlaying the existing southbound lanes with 4 3/4 inches of A.C. The grade will be lowered to provide 17' of vertical clearance under the Southern Pacific Railroad. Shoulders will be widened at numerous locations. Removal and stockpiling of shoulder and median crossover A.C. has begun. Shoulder excavation and CTB placement has been accomplished in several locations. Some A.C. leveling had been placed at the north end of the project.

WORK IN PROGRESS

Work in progress during this inspection included grading work at the railroad crossing and clearing at the Chehalem Road crossover.

COMMENTS

In several areas of shoulder removal and reconstruction, the action had required the removal of existing guardrail. The contractor had constructed a temporary guardrail utilizing L-post supports on wooden skid blocks. Such a design is not acceptable and was removed from OSHD standard drawing 2126C in 1984. Action will be taken to replace this temporary rail with appropriate rail or barrier as soon as possible.

(Continued)

Form FHWA-1446A
(Rev. 2-84)

One of the design efforts on this project was to improve safety by removing median crossovers. There were 15 crossovers in this 4.2 mile section. The contract plan provided for removing 8 of these crossovers. After work started (with crossover removal being one of the first activities), considerable public concern and controversy developed. Several meetings were held with the public and local authorities. On July 29, 1985 a field review was conducted by Mr. Jim Butler; OSHD Traffic Control Engineer and Mr. Don Wagner; OSHD Region II Traffic Engineer. Their review included an on-site study of each crossover, an accident history review, a geometric review, and an access review. A copy of their evaluation and recommendations is attached. In summary, they found improvements could be made to 3 of the crossovers originally scheduled for closure, which would allow them to remain open and operate safely. Appropriate contract changes will be made to accomodate this change.

Construction signing and temporary traffic control were reviewed and appeared adequate and satisfactorily maintained.

- WHK -

September 5, 1985

TRA

The Honorable Jim Simmons
State Senator
12160 SW Par 4 Drive
Tigard, OR 97223

Highway Division engineers, including Bill Anhorn, have met with residents, businessmen, and local officials in an effort to communicate the reasons for removal of some of the crossovers on Highway 99W between Sherwood and Rex Hill.

National studies have shown that, as traffic volumes increase, usage of median crossovers rapidly becomes hazardous. The current traffic volume on this section averages 17,500 vehicles per day versus an average of 5,800 vehicles per day when it was reconstructed in the late 1950's. The safety of these crossovers is a public concern.

In the current project between Sherwood and Rex Hill, our engineers have tried to reasonably balance the public/private access needs and the safety of the highway user. It was never the intent to provide each individual business with a median crossover nor do we feel it is reasonable to relocate a crossover solely for an individual business.

The crossover serving the Tualatin Valley Nurseries was closed because of its high accident history (five in four years). We are improving the median crossovers at Kruger Road (650 feet to the south) and 2,000 feet to the north which we feel will provide the Tualatin Valley Nurseries with reasonable access.

We realize that closures of median crossovers will inconvenience some highway users; however, we feel the project, when complete, will provide a much safer facility for all of the traveling public.

Fred D. Miller
Director

cc Kenneth and Marian Mosler

bc E. S. Hunter
William Anhorn

WGA:lg fn

JIM SIMMONS
Assistant Republican Leader
WASHINGTON COUNTY
DISTRICT 4

REPLY TO ADDRESS INDICATED:
☐ Senate Chamber
Salem, Oregon 97310
[✓ ☐ 12160 SW. Par 4 Drive
Tigard, Oregon 97223]

OREGON STATE SENATE
SALEM, OREGON
97310

REGION 2 OFFICE
RECEIVED
AUG 28 1985
RLO ____ RQS ____
[✓ RE] ____ RCE ____ RME ____ ROM ____
RTS ____ RLS ____ RPC ____ RFS ____
RUS ____ RG ____ RSR ____ ____

August 25, 1985

Mr Fred D Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

The enclosed correspondence to the Oregon State Highway Department from Tualatin Valley Nurseries; their reply; and a letter from Tualatin Valley Nurseries to me outline what appears to be a problem.

I have personally viewed the changes that are being made in the number of crossovers along Pacific Highway in this area, and would agree that some changes might enhance the safety of motorists using the highway as well as those crossing to private businesses along the road.

However, it does seem inappropriate that a business that has been established alongside the highway for 55 years should have access cut off while other younger businesses retain their access.

I understand that Mr Anthorn will be meeting with some of the people involved next Wednesday. I will not be able to attend the meeting, but I would hope that he will seriously consider whatever information is developed from those people most affected. If there is a cogent reason for the choice of this particular crossover to be eliminated, perhaps he can explain it to the satisfaction of Mr and Mrs Hosler who own and operate Tualatin Valley Nurseries.

Sincerely,

Jim Simmons
State Senator

RECEIVED
DOT DIRECTOR
AUG 27 '85
REFER TO
anhorn
FOR
☐ ☐ ☒ ☐ ☐ ☐ ☐

cc: Mr and Mrs Kenneth Hosler
Route 3, Box 310
Sherwood, Oregon 97140

Info cy Hunter

TUALATIN VALLEY NURSERIES
Route 3, Box 310 • Sherwood, Oregon 97140 • Phone: 503/625-7211

August 22, 1985

Senator James Simmons
12160 S. W. Par 4 Drive
Tigard, Oregon 97223

Dear Sir:

Enclosed please find a copy of our letter to the Oregon State Highway Division and an answering letter from the Region Engineer.

In the answering letter it is stated that this crossover is being removed for safety reasons. There have been accidents at the Kruger Road crossover at Station 482 and to our knowledge none at Station 475 to our nursery.

the statement "...that it is only 2000 feet to the nearest crossover..." is only half the distance the customers would have to travel out of their way. This would amount to about 0.8 mile for southbound customers. We are a retail nursery and this would present a great inconvenience to our customers as well as loss of future business.

Realtors have told us this will devalue the property as anyone wanting to buy this property would be discouraged because of the limited access.

We would appreciate anything you can do for us in preventing this crossover removal.

Thank you.

Very truly your,

Kenneth Hosler Marian Hosler

Kenneth and Marian Hosler

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

August 19, 1985

In Reply Refer To
File No.: 34-1023

Ken & Marian Hosler
Tualatin Valley Nurseries
Rt. 3, Box 310
Sherwood, OR 97140

I apologize for the confusion associated with the removal of the pavement from the median crossover at Engineering Station 475 on Highway 99W. When I talked with you on Thursday, July 25, 1985, I initiated a stop work order on all crossover removal. However, the contractor's equipment operator did not receive notice of this stop work order until after he removed the surface of the crossover in front of your access.

As you were informed by the Region 2 Traffic Engineer on July 29, 1985, a reevaluation of all median crossovers was being conducted. This reevaluation showed that the crossover at Station 475 should be closed for safety reasons. We hope you understand that whenever the Highway Division improves a section of highway with federal funds, we are required to review all safety features and bring them up to current standards. All changes are planned after careful consideration and study by headquarters and Region personnel.

We realize the closure of this median crossover will somewhat inconvenience your customers. However, the increase in safety for your customers and other motorists will far offset any minor inconvenience. As you stated in your letter, it is only 2,000 feet to the nearest open crossover north of your access and 700 feet to the next open crossover to the south.

We appreciate your patience during the construction on this section of highway. If you have any questions or wish a copy of our reports, please write or call me at 378-2626.

for William G. Anhorn
Region Engineer

WGA:jn

cc: W. E. Schwartz
0816J2

734-1867 (3-84)

TUALATIN VALLEY NURSERIES
Route 3, Box 310 • Sherwood, Oregon 97140 • Phone: 503/625-7211

July 31, 1985

H. S. Coulter, State Highway Engineer
Oregon State Highway Department
205 East Salem Highway
Salem, Oregon 97310

Subject: Cross over at Sta. 475
Sherwood-Rex (Southbound) Sec.
Project

Dear Sir:

We own the Tualatin Valley Nurseries at the location of Sta. 475 of subject project. The blacktop of the crossover was removed on Monday, July 29, 1985. We were informed on Thursday, July 25, 1985, that there was a hold on the crossover removal.

This removal would necessitate our customers going 2000 feet north to Sta. 455 in order to proceed on the southbound lane of 99W. Those entering our nursery from the southbound lane would have to 700 feet to Sta. 482 in order to come back north.

We feel very strongly that this will seriously jeopardize our business as it would discourage people from entering our nursery because of the inconvenience. This would also increase the crossover traffic at the tavern at Sta. 455 as well as Sta. 482.

The nursery has been at this location for over 55 years and has been here longer than the tavern. They have a crossover, we are a business also, and Elwert Road at Sta. 475 entrance to 99W was cut off earlier. There has been an access to 99W from Elwert Road at this intersection for over 60 years. The Elks' Club access road was cut off also. There is no intersecting road at the tavern.

To our knowledge there have been no accidents at this crossover (Sta.475) since we have been here.

We sincerely hope something can be done about this that would be agreeable to both parties.

I am sure you can see our concern.

Very truly yours,

Ken Hosler Marian Hosler
Ken and Marian Hosler

cc. W. G. Anhorn

10.451

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1985

In Reply Refer to
File No.:

Bruce W. Hanson
Executive Properties
Bill Hay Associates
7303 SW Beaverton Hillsdale Highway
Portland, OR 97225

INT

This letter will confirm the median crossover on Highway 99W, opposite Chehalem Santiam Road, will remain open and will be improved as part of the current Sherwood to Rex project.

We very much appreciate the patience and cooperation of the Chehalem Station Road Users Group in helping to resolve this matter.

E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

cc: Fred Miller
Bruce Warner
Bill Anhorn
Representative Paul Phillips

RECEIVED
DOT DIRECTOR
SEP 06 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FRED MILLER

N

Cross Referenced To:
[illegible]
[illegible]

RECEIVED
STATE HWY ENGR
AUG 27 '85
REFER TO
Auborn
FOR

8-27-85
R/S please
8/28/85
cm

August 26, 1985

Mr. Edward S. Hunter
Acting State Highway Engineer
Director, State Highway Division
Oregon Department of Transportation
102 Transportation Building
Salem, Oregon 97310

Dear Sir:

Enclosed please find signatures from Chehalem Station Road users who feel that the median cross-over on Highway 99W at Station 592.00+00 MP 18.37 (Chehalem Station Road) must remain open.

Your safety engineers, using federal highway standards, have scheduled this closing without any input from actual users of this crossing.

No informational meetings were held, no citizen, or for that matter, Washington County Department of Transportation officials were told of road closures affecting traffic patterns over county roads in the area until after the contract was let. No public notice outlining changes was made until Washington County suggested that a letter be sent to some (a very limited number of actual users) area residents.

The present effect of the closure of Bell Road northbound is to route added traffic over Chehalem Station Road (county-owned, narrow, graveled) which had a school bus accident resulting in many injuries, some permanent, less than two years ago! No consideration appears to have been given to the increased highway danger caused by forcing northbound traffic to proceed south on Highway 99W without an acceleration lane. Changing lanes across traffic to the center lane, then making a U-turn at Garland Road crossing at Station 607+75 and returning northbound again without benefit of an acceleration lane. Northbound traffic will experience similar safety hazards in accessing Chehalem Station Road at whatever cross-over is finally designated. The grade at Station 562+86.01 in the median strip is now frequently impassable during winter storms.

At all times, crossing traffic starts uphill from a dead stop and moves ahead without benefit of an acceleration lane and must make a quick lane change to the right-hand turn onto Chehalem Station Road. We feel that three seconds average crossing time across two lanes of southbound traffic where it is possible to see oncoming traffic clearly for over one thousand feet is far less of a safety hazard than to fight through two lanes of traffic for over a mile while exposed to traffic moving at freeway speed.

Emergency vehicle response time will be increased by this closure by several minutes, a critical point since service already must come from a maximum distance.

Again, we request that Chehalem Station median crossing remain open with improvements such as tree and brush trimming (this has not been done this year) and moving stop bars for better visibility instead of forcing an unsatisfactory not-as-safe, time-consuming traffic pattern to take place.

Respectfully submitted,

Bruce W. Hanson

The Chehalem Station Road Users

Address Correspondence to:

Bruce W. Hanson
Executive Properties/Bill Hay Associates
7303 S. W. Beaverton Hillsdale Highway
Portland, Oregon 97225

cc:

Mr. William G. Anhorn
Mr. Kenneth E. Husby
Mr. Fred D. Miller
Mr. Richard A. Daniels
Mr. Bruce Warner
Mr. Thomas Spear
Mr. Wes Myllenbeck
Commissioner Roy R. Rogers
Governor Victor Atiyeh
Representative Les AuCoin
State Representative Paul Phillips

We, the undersigned, opp[illegible] the closing of the median cros[illegible]over at the intersection of Chehalem Road and Highway 99W. The alternate routing as described in the Department of Transportation letter dated Aug. 14, 1985, File Number 34-1023 is unsafe and inconvenient for residents of Chehalem Road, Bell Road and all arterial roads to Bell Road.

NAME	SIGNATURE	ADDRESS	TELEPHONE
Dean R. Warren	Dean R. Warren	Rt 1 Box 82-A-13 Newberg ore	628-2913
L. Lucille Warren	L. Lucille Warren	Rt 1 Box 82-A-13 Newberg ore	626-2913
MARY E. PRUITT	Mary E. Pruitt	Rt 1, Box 82-A-1C Newberg	628-1332
Arthur J. Pruitt	Arthur J Pruitt	Rt 1 Bx 82A 1C Newberg	628-1332
Trudy L. Bunnell	Trudy L. Bunnell	Rt. 1, Box 82A-1-E Newberg	628-2375
WILLIAM BUNNELL	William C Bunnell	Rt 1 BOX 82A1E NEWBERG	628-2375
WILLIAM H. BURTON	William H. Burton	RT 1, Box 82A4 NEWBERG	538-8795
Audrey A. Burton	Audrey A. Burton	Rt., Box 82A4, Newberg	538-8795
Larry D. Bales	Larry D. Bales	Rt. 1 Box 80 Newberg	538-3303
Katherine A. Bales	Katherine A. Bales	Rt. 1 Box 80 Newberg	538-3303
MARK W. TEPPOLA	M W Teppola	Rt. 1 Box 67A Newberg	538-9037
Melody C. Teppola	Melody C Teppola	Rt Box 67 Newberg	538-9037
Debra Riley	Debra Riley	Rt 1 Box 68-E Newberg	" - 4303
Henry. R. De Lessert	Henry. R. De Lessert	R 1 Box 68 H NEWBERG	538 - 7200
Susan H. De Lessert	Susan H. De Lessert	Rt - 1 Box 68 H. Newberg	538-7200
Bill Kenney	William Q Kenney	9655 SW Johnson Tigard	620-1943
Greg Gadeholt	Gregory G. Gadeholt	2340 SW Elmhurst Ave. Beaverton	643-3254
R. W. Coffin	R. W. Coffin	RT 1 BOX 68B Newberg	538-7238
Gwen Coffin	Gwen Coffin	Rt. 1 BOX 68 B Newberg	538-7238
Connie Bradley	Connie Bradley	2772 N Clark Ct Cornelius	648-1460
PATRICK S COFFIN	Patrick S Coffin	25965 SW Grahams Ferry Rd Sherwood	682-7036
Steve Bradley	Steve Bradley	2772 N Clark Ct cornelius	648-1460
Thomas B Baggenstos	Thomas B Baggenstos	RT 1 Box 68 A Newberg Ore	6282540
Laurel Baggenstos	Laurel Baggenstos	Rt 1 Bx 68 A Newberg Ore	628-2540
Judith Dietz	Judith Dietz	Rt 1 Box 69 A Newberg Ore.	628-2753
Matt Dietz	Matthew E. Dietz	RT 1 box 69 A Newberg Ore	628-2753
Terry Dietz	Terry Dietz	Rt 1 BOX 69A Newberg ORe	628-2753
TREVOR Sheetz	Trevor Sheetz	Rt 1 box 67 newberg ore	538-3600

Chehalem Road access to 99W saved

By **HARRY BODINE**
of The Oregonian staff

State officials said Thursday that Chehalem Road would continue to have access to both north- and southbound lanes on Oregon 99W, which is a divided highway south of Sherwood.

Earlier, the Oregon Department of Transportation had proposed closing several median crossings between Sherwood and the summit of Chehalem Mountain, a move that angered local residents and business owners.

Closing the median crossings is a matter of safety, said William G. Anhorn, regional engineer for the Oregon Highway Division.

Highway access and greater delays in the response time of emergency vehicles are also issues, responded Chehalem Mountain resident Bruce Hanson.

When a private contractor hired by the state began closing several of the median crossings late in July, workers encountered some vocal opposition.

Marian Hosler, co-owner of the Tualatin Valley Nursery, was irate when the paved crossing used by the nursery's customers was reduced to rubble.

Easy access is critical in the highly competitive nursery-stock business, she said. Customers won't drive an extra two-thirds of a mile or more and then backtrack to reach her retail operation.

Notified of the pending closure of the Chehalem Road-Oregon 99W crossing on Aug. 20, Richard W. Frahler, a Tigard electrical contractor, one Sunday afternoon collected 115 signatures opposing the closure.

Among his supporters was former Washington County Commissioner Lucille Warren. Closing the Chehalem Road-Oregon 99W connection would cause residents to drive four or five extra miles to reach Sherwood or Newberg, she said.

By Wednesday, construction equipment stood idle as interested parties gathered in Sherwood at the invitation of State Rep. Paul Phillips, R-Tigard, in an effort to resolve the matter.

The section of Oregon 99W between Six Corners in Sherwood and the Chehalem Mountain summit at the Washington-Yamhill County line now carries 17,500 vehicles per day, three times the number it handled when the highway was made a four-lane road in the 1950s, Anhorn said after the meeting.

The stretch also has 15 median crossings where motorists must deal with high- speed traffic, one or two stop signs and some dangerous line-of-sight problems.

In providing funds to help repave the southbound lanes, the federal government insisted that safety problems be addressed. After study, it was determined that eight of the crossings should be closed and the other seven improved from a safety standpoint, Anhorn said.

Before hiring a contractor to do the work, state road officials discussed the matter with their Washington County counterparts, but the message was not relayed to local residents, an omission now generally recognized as a mistake, he added.

Thursday, state officials notified Frahler that the Chehalem Road median crossing would remain open. State engineers are re-examining other crossings to see if line-of-sight problems can be corrected, Anhorn said.

Also, he added, the Tualatin Valley Nursery has submitted plans for building a separate median crossing for its customers.

Tom Thompson, fire marshal for the Tualatin Rural Fire Protection District, said his department and the Newberg Fire Department also were concerned about some of the closures from the standpoint of additional response time in emergencies.

"Our interest is to make sure we have access to those roads with fire apparatus," he said.

Thompson said the highway division had agreed to provide two median crossings for the use of emergency vehicles.

FRED MILLER

10,051

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
STATE HWY ENGR
SEP 26 '85
REFER TO
FOR
Info ☐ Invest ☐ R/D ☐ D/R ☐ Sign ☐ Adv ☐ File ☐

August 21, 1985

In Reply Refer To
C10051
34-1023

NOTED
W. E. SCHWARTZ

Michael Burgess
Chairman, Board of Trustees
Sherwood Elks
P.O. Box 71
Sherwood, OR 97140

SUBJECT: Sherwood-Rex Section
Pacific Highway West

Dear Mike:

As a follow-up to our recent telephone conversation, I have attached a copy of our Region II safety report for the subject project. At my request, the report was prepared by Headquarters and Region Traffic Engineers, who also conducted the on-site investigations. We presented the findings of the report to officials of Washington County, who have concurred with our recommendations.

The report substantiates our original plan that the median crossover at MP 16.54, Station 475+25, opposite the Sherwood Elks driveway, remain closed. (Please refer to the attached drawing). We are improving the Elwert Road/Kruger Road crossover 600 feet to the south as well as the county road connections.

Apparently, the recently removed access across State Right of Way at MP 16.54, station 475+25, near the Sherwood Elks driveway was constructed in the late 1950's when this section of highway was constructed to its present configuration. From our records we cannot determine why this public access was needed or constructed. However, I am sure this access was a major factor in the location and construction of the driveway to the Sherwood Elks facilities.

You and I discussed the possibility of restoring this access across State Right of Way. As I said previously, we will reluctantly reconstruct the access if the Sherwood Elks insist. However, before you reply, I ask that you seriously consider the sole usage of the Kruger Road/Elwert Road intersection as access to the Sherwood Elks:

> Since the median crossover at MP 16.54, station 475+25 will remain closed, northbound traffic entering the highway from the restored access would have to turn southerly, travel 600 feet while changing lanes, decelerate, and use the Kruger Road/Elwert Road median crossover to gain access northbound. Such a movement is much more difficult than simply driving to the Kruger Road/Elwert Road intersection, and crossing the highway to the median crossover.
>
> The Kruger Road connection, the Elwert Road connection, and the median crossover will be improved to be as safe as possible.

We feel strongly it is to the benefit and safety of the Sherwood Elks, as well as the motoring public, that the Kruger Road/Elwert Road intersection provide the necessary and sole highway access for your facilities.

Please review and advise.

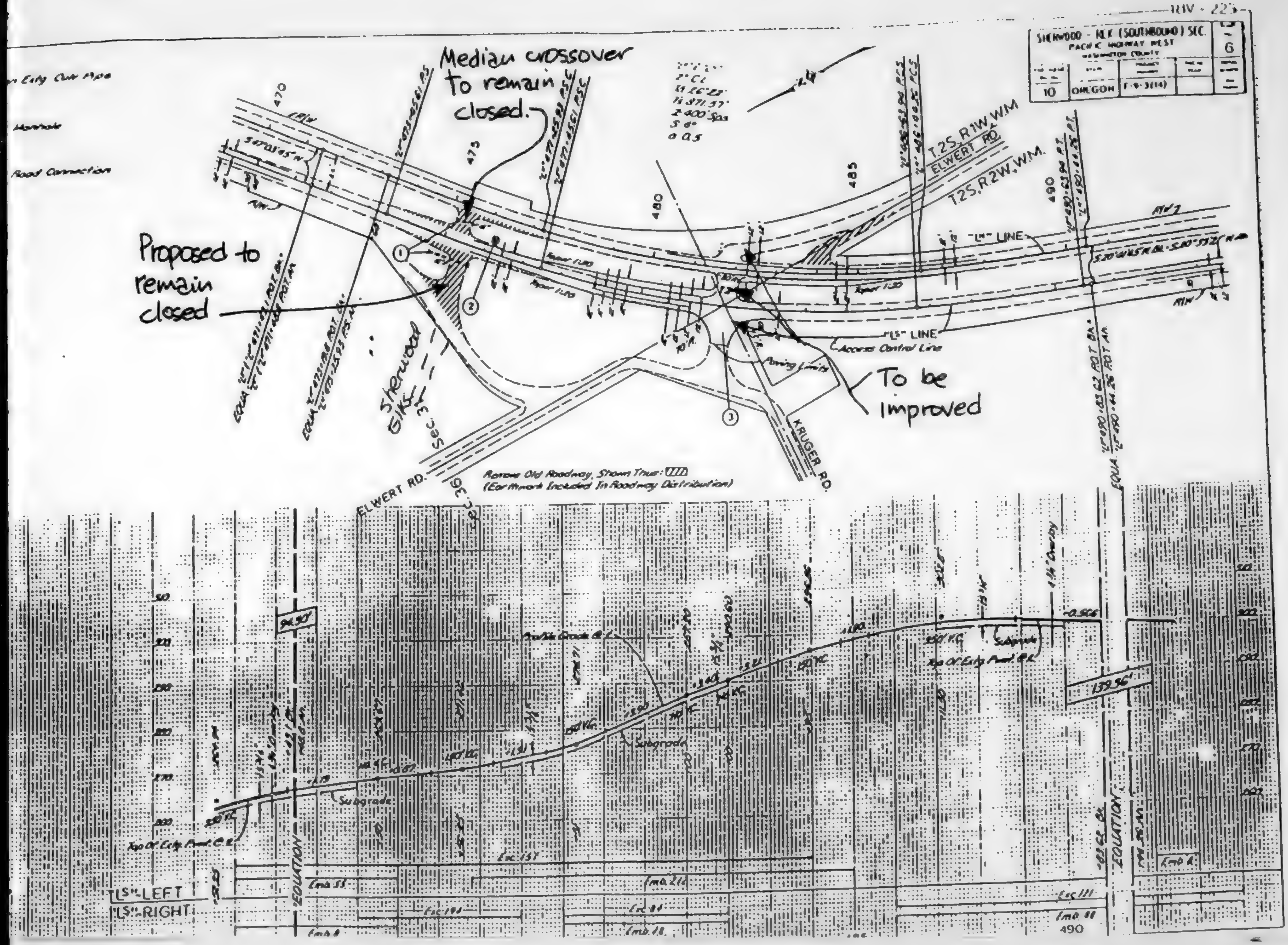
Very truly yours,

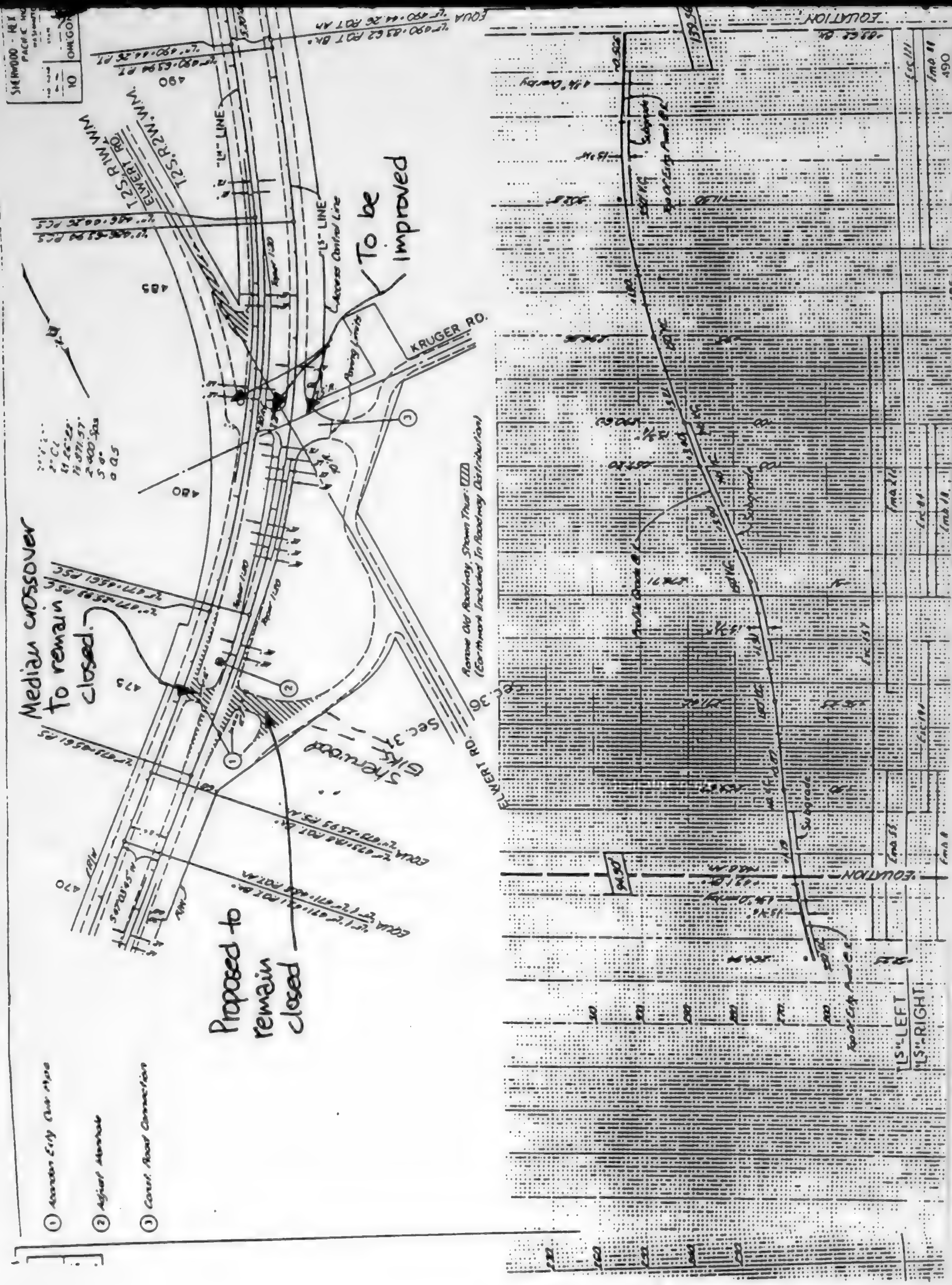
William Anhorn
REGION II ENGINEER

WA/kp

8021K3

bc: W.E. Schwartz
Arvey Nelson

RIV - 225
SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY
10
OREGON
F-9-3(14)
6
Median crossover To remain closed.
Proposed to remain closed
To be improved
Sherwood City
Sec. 31
Sec. 36
ELWERT RD.
KRUGER RD.
T.2S, R1W, W.M
T.2S, R2W, W.M.
"L" LINE
"LS" LINE
Access Control Line
Paving Limits
Remove Old Roadway, Shown Thus:
(Earthwork Included In Roadway Distribution)
470
475
480
485
490
Road Connection
Manhole
EQUATION
94.90'
139.96'
Profile Grade @ L
Subgrade
Top Of Exist. Pavmt. @ L
"LS" LEFT
"LS" RIGHT


To be improved
Median crossover to remain closed
Proposed to remain closed
KRUGER RD.
ELWERT RD.
12S. R1W. W.M.
12S. R2W. W.M.
"LS" LINE
Access Control Line
Sec. 36
Sec. 31
Remove Old Roadway, Shown Thus
(Earthwork Included In Roadway Distribution)
EQUATION
"LS" LEFT
"LS" RIGHT
① Abandon City Culvert Pipe
② Adjust Manhole
③ Const. Road Connection
470
475
480
485
490

Attachment
Michael Burgess
August 21, 1985

August 19, 1985

CON

Mrs. Ruth Troxel Smith
13175 SW Bull Mountain Road
Tigard, Oregon 97224

Thank you for your letter to Mr. Coulter expressing your concerns for highway safety and roadside development on 99W near Sherwood.

As you are aware, the Highway Division is reconstructing the portion of Highway 99W between Sherwood and Rex Hill. This project includes the resurfacing of the southbound lanes, upgrading of guardrail, improving the deceleration lanes at intersections and the closing of some of the median crossovers. These changes are being made to improve the safety on this section of roadway in accordance with federal regulations.

I hope you understand that whenever the Highway Division improves a section of highway with federal funds, we are required to review all safety features and bring them up to current standards. All changes associated with this project were planned after careful consideration and study by headquarters and Region Traffic personnel. We recently met with Washington County and City of Sherwood officials and discussed the crossover and access closures individually. They concur with our closure recommendations.

I realize the closure of the Cedar Creek median crossover will somewhat inconvenience you. However, the increase in safety for you and other motorists will far offset any inconvenience. With this closure of the Cedar Creek crossover, it will be necessary to only travel 800 feet south or 1300 feet north to utilize a much safer crossing. This out of direction travel will add less than one minute to a trip.

If you have any questions regarding this project, please write or call me at 378-6516.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
  for Operations

WGA:sl

bc E. S. Hunter
   W. G. Anhorn

13175 S. W. Bull Mt. Rd.
Tigard, Ore.   97224
July 31, 1985

RECEIVED
STATE HWY ENGR

AUG - 5 '85

REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

Orig. to Anhorn
1/6
due 8/13

Mr. Coulter
Oregon Public Highway
State Capitol
Salem, Ore. 97310

Dear Mr. Coulter:

What a relief to find someone with a sense of humor and who will listen.

Your Mr. Anhorn completely misses the point in our discussion regarding work along 99W west of Six Corners. He stated that he wasn't in the business of land devlopment which no one expects him to be. However, it would seem prudent to at least be aware of the potential along the highway. Our front acreage along the highway is zoned General Commercial. The eight acres directly across from us on the north side of the highway has been approved for a German settlement composed of homes, retail shops and a chapel----all in a German theme and to be devloped by the owners who are a California based firm. Whether we welcome this or not is immaterial. Both pieces of land on both sides of 99W will need crossovers to eliminate their having to go clear to Six Corners which is already congested.

The suggestion that we use the access road in front of our property to come out at the entrance of Smith Farm Estates from which there will be 79 families entering 99W.is reasonable. But the west end of the access road has been abandon and there is a 12 to 15ft. ditch there. Perhaps since you have equipment on site now, this might be the time to extend and connect it. This road is part of the highway system and has always been maintained by the state. A fire plug is in the right-of-way just in front of our farm house.

In behalf of the McFall family who are presently in Alaska, they too need a cross over to eliminate a trip to Six Corners. They are directly across from our farm house and have used the crossover at Cedar Creek. As for the Tualatin Valley Nursery, their concern is a financial one which needs to be addressed.

There was no hearing----no notification of the highway plans---- nothing until the heavy equipment arrived and began work. Though I have not partcipated in the movement, I understand that there is a petition out with over 100 signatures. This is from the people above us to the east and I am told that some of these signatures come from not only the people along 99W but also people who make much use of thet stretch of hiway.

At any rate, we stand ready to cooperate, but only after we are fully informed and can take part in the decisions by our input.

Sincerely,

Ruth Troxel Smith

Ruth Troxel Smith (Mrs. Richard F.)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
STATE HWY ENGR
AUG 19 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

August 14, 1985

In Reply Refer To
File No.: 34-1023

NOTED
W. E. SCHWARTZ

As you are aware, the Highway Division is reconstructing a portion of Highway 99W between Sherwood and Rex Hill. This project includes the resurfacing of the southbound lanes, upgrading of guardrail, improving the deceleration lanes at intersections and the closing of some of the median crossovers. These changes are being made to improve the safety on this section of roadway in accordance with federal regulations.

The intersection of Chehalem Road with Highway 99W is being improved by lengthening the deceleration lane to 250 feet, which will allow much safer exits from 99W, and by closing the median crossover.

We realize the closure of the median crossover will somewhat inconvenience residents on Chehalem Road. However, the increase in motorist safety by this closure will far offset any inconvenience. For Chehalem Road residents to travel northbound, we estimate it will take approximately 45 seconds longer and will add only 3,000 feet of travel to the much safer crossover 1,500 feet south of Chehalem Road. For northbound vehicles wanting to enter Chehalem Road, the increase travel will amount to 1 mile and will average 80 seconds in added travel time.

We hope you understand that whenever the Highway Division improves a section of highway with federal funds, we are required to review all safety features and bring them up to current standards. All changes were planned after careful consideration and study by headquarters and Region Traffic personnel. We recently met with Washington County officials and discussed the crossover and access closures individually. They concur with our closure recommendations.

A summary report of facts and findings concerning Sherwood-Rex is available upon request.

We appreciate your patience during the construction on this section of highway. If you have any questions or wish a copy of our reports, please write or call me at 378-2626.

Very truly yours,

ORIGINAL SIGNED BY
DWAYNE HOFSTETTER
Kenneth E. Husby, P.E.
Region Construction Engineer

KEH:jn

bc: W. E. Schwartz ✓
L. E. George
Arvey Nelson
W. Kappus

0814J1

Lamplighter Addition

3S 211 AD 200 Lot 12 Part 1 81,200
Lane, Roy Jr. & Ida M.
Rt. 5 Box 140-K
Sherwood Ore. 97140

3S 211 AD 201 Lot 12 Part 2 56,500
Jenkins, Cecil C. & Shirley
Rt. 5. Box 140-L
Sherwood, Ore. 97140

3S211AD 300 Lot 11 93,600
Gray, Martin E & Jeannine E.
Rt. 5 Box 140-J
Sherwood, Ore. 97140

3S211AD 400 Lot 10 92,800
Weingarz, William E. & Joanne
Rt. 5 Box 140-I
Sherwood, Ore. 97140

3S211AD 500 Lot 9 105,700
Fox, Jerry L. & Norma Jean
Rt. 5 Box 140-H
Sherwood, Ore 97140

3S 211 AD 600 Lot 8 100,000
Drysdale, Harold F. & Bonnie L
Rt. 5 Box 140-G
Sherwood, Ore. 97140

3S 211 AD 700 Lot 7 101,900
Peterson, Harvey J & Lois L.
Rt. 5 Box 140-D
Sherwood Ore. 97140

3S 211 AD 800 Lot 6 91,100
Heigel, Wayne N. & Doris K
Rt. 5 Box 140-E
Sherwood Ore. 97140

Lamplighter Addition

3S2 11AD 900 Lot 5 79,000
Hanson, Ruth E. & Bruce W.
Rt. 5 Box 140-D
Sherwood, Ore 97140

3S2 11AD 1000 Lot 4 94,700
Mitchell, O. Virginia
Rt. 5 Box 140-C
Sherwood, Ore. 97140

3S2 11AD 1100 Lot 3 101,500
Frahler, Richard W. & Susan
Rt. 5 Box 140-B
Sherwood Ore. 97140

3S211 AD 1200 Lot 2 Part 1
Chehalem Mt. Water Co.
Tye, Thomas (Agent)
8045 S.E. 15th
Portland, Ore. 97202

3S211 AD 1201 Lot 2 Part 2 80,000
Yela, Franklin L. & Charlotte L.
Rt 5 Box 140-A
Sherwood, Ore. 97140

3S2 11AD 1300 Lot 1 109,300
Siler, Don C.
Rt. 5 Box 140
Sherwood Ore. 97140 109,300

3S2 11AD 1400 Lot 16 90,500
Selfridge, Milton C. & Lusciene H.
Rt. 5 Box 140-S
Sherwood, Ore. 97140

3S2 11AD 1500 Lot 15 103600
Frketich, Leonard L. & Karen J.
Rt. 5 Box 140-R
Sherwood, Ore. 97140

Lamplighter Addition

35 211 AD 1600 Lot 14 74,700
White, George C. & Thelma M.
Rt. 5 Box 140-N
Sherwood, Ore. 97140

35 211 AD 1700 Lot 13 96,100
Carlson, Clayton C. Sr. & Barbara Jean
Rt. 5 Box 140-M
Sherwood, Ore. 97140

Chehalem Mtn. Orchards.

35 211 AD 1800 1.3 Acre Lot. 24 1,800
Hamilton, Betty I
Rt. 5 Box 293
Sherwood, Ore. 97140

35 211 AD 1900 Lot 12 8.34 Acre. 55,700
Kingsbury, George & Betty
% Jones, Henry M. & Linda R.

35 211 AD 2001 Lot #11 7.24 Acre. 59,800
Rosner, Harvey & Mary Sue
Rt. 5 Box 140-Q
Sherwood Ore. 97140

35 211 AD 100 20.12 Acre 37,200
Anderson, Otto W & Eleanor E.
Rt. 5 Box 175A'
Sherwood Ore. 97140

~~35 211 AD 100 4.60 Acre.~~ 37,900
~~Shawver, Mildred J. & Wayne~~
~~Rt. 5 Box 143~~
~~Sherwood Ore. 97140~~

Chehalem Mtn. Orchards.

3S 211A 100 13.89 Acre. Lot# 4&9 113 000
Shawver, Mildred J. & Wayne
Rt. 5 Box 143
Sherwood, Ore. 97140

3S 211 A 101 9.31 Acr. Lot# 11 & 12
Shawver, Mildred J. & Wayne
Rt. 5 Box 143
Sherwood Ore. 97140

3S211A 200 4.23 Acr. Lot.#2 34,500
McAdams, George E & Jennifer S.
Rt. 5 Box 143-A
Sherwood, Ore. 97140
3S 211 A 201 2.55 Acres. Lot #1 76,900
McAdams, George E & Jennifer S.
Rt. 5 Box 143-A
Sherwood Ore. 97140

3S211A 400 5.38 Acre. Lot. #6 67,500
Nichols, Robert J. & Ruth E.
Rt. 5 Box 145
Sherwood, Ore. 97140

3S 211 A 500 Lot #5 4.28 Ac. 95,100
Peterson, Robert H. & Bobbie Lyn & Laurick.
Rt. 5 Box 144
Sherwood Ore. 97140

10.1.51

N

orig. to Anhorn
8/12

Bill - I have read all of this material and have no problem with Closing 6 of the Crossings if we can stand the heat. Lets try it.

Oregon State Highway Division
Region 2
July 1985

Sherwood - Rex Station
Pacific Highway West
M.P. 15.23 to 19.42

Crossover Summary

Beginning at the north end of the job each crossover will be listed along with the reasons for our recommendation for that crossover.

1) Sta 415 + 50 M.P. 15.42
Recommendation: Leave Open. This crossover is approximately 900 feet south of the signalized intersection at Six-Corners. There is good sight distance in both directions and the vertical alignment allows for good merging of crossover traffic stream. In the past four years, there has only been one reported accident near this crossover. The speed limit is reduced in this area. There are several businesses which access our highway north of this crossover and all indications are that the crossover is used heavily.

2) Sta 428 + 50 M.P. 15.67 (Cedar Creek)
Recommendation: Close Crossover. This crossover is located in the bottom of a sag vertical curve. While sight distance is good to the crossover the geometrics of the roadway make it very difficult for crossover traffic to merge into mainline traffic. Northbound traffic must accelerate up a 5.05% grade and southbound traffic up a 3.49% grade. The accident history shows no reported accidents in the past four years and evidence indicates very little use of this crossover. Closure of this crossover would effect very few properties as there is an open crossover 800 feet south and 1300 feet north both of these are much safer crossovers.

3) Sta 436 + 50 M.P. 15.80
Recommendation: Leave Open. This crossover is located directly across from a city street serving a mobile home park (Smith Farm Estates) and a private access. Sight distance is good in both directions

and the geometrics of the highway is acceptable for merging traffic. There have been no reported accidents at this location in the past four years. Closure of this crossover would require vehicles to utilize the intersection/crossover at Meinecke Road which has experienced accidents in the past.

4) Sta 443 + 75 M.P. 15.95 (Meinecke Road)
Recommendation: Leave Open. This crossover services a major county road. While there have been four accidents near this crossover in the past four years, it is felt that the crossover is needed and should stay open. As traffic volumes increase it maybe necessary to consider signalization of this intersection. Sight distance and roadway geometrics are acceptable at this location.

5) Sta 456 + 25 M.P. 16.18
Recommendation: Leave Open. The section of roadway between Meinecke Road and this crossover has many accesses, several serving business. The crossover itself is directly across from two business, one of which, the QT Restaurant, appears to generate quite a large amount of traffic. The roadway alignment is pretty good with adequate sight distance for both northbound and southbound vehicles. The roadway is on a 3.16% grade in this area which would somewhat reduce the acceleration capability of southbound vehicles. In the past four years there was one accident near this crossover, however it does not appear as if the crossover was a factor in the accident. If this crossover were to be closed vehicles would be required to use either the Meinecke Road intersection to the north or the Elwert Road intersection to the south for U Turns. With the current traffic volumes on the highway it is felt that this crossover is a safer crossing than either of the other two. Once again, when traffic volumes increase in this area, it may become necessary to close this crossing and signalize the county road crossings.

6) Sta 475 + 25 M.P. 16.54
Recommendation: Close Crossover. This crossover is located 650 feet north of a county road crossing. It is near the bottom of a slight vertical curve and near the end of a horizontal curve. There are very few active accesses between the crossover at Sta 456 + 25 and the county road crossing at Sta 481 + 75, however two accesses on the northbound side serve a nursery. Sight distance is acceptable at this location, however, there have been a fairly high

number of accident at this crossover. In the past four years there have been five accidents at this location, however one of the accidents does not appear to be related to the crossover. Due to the accident history and the close proximity to a county road crossing this crossover should be closed.

7) Sta 481 + 75 M.P. 16.67 (Elwert /Kruger Road)
Recommendation: Leave Open. This crossover is located across from two county roads. The crossing is located 600 feet north of the crest of a vertical curve and in the middle of a horizontal curve. Sight distance to the north is good however to the south it is minimal. The Elwert Road approach will be improved as part of this project to increase the turning radius and square up the intersection. the accident history shows four reported accidents in the past four years. If the accident history continues at this location we may need to look at improving the sight distance by removing or reducing the vertical curve on the northbound lanes.

8) Sta 495 + 00 M.P. 16.92
Recommendation: Close Crossover. This crossover is located 1300 feet south of a county road crossing and has very poor sight distance. There are very few active accesses between these two crossover. One accident has been reported at this crossover in the past four years. Due to inadequate sight distance this crossover should be closed.

9) Sta 514 + 00 M.P. 17.28
Recommendation: Close Crossover. This crossover is located near the bottom of a slight vertical curve. Sight distance is relatively good in both directions and there have been no reported accidents at this location in the last four years. Evidence in the field indicated that this crossing gets very little use, probably due to the close proximity of a better crossing at Chapman Road, about 1000 feet to the south. There are very few active accesses in this area.

10) Sta 524 + 00 M.P. 17.47 (Brookman/Chapman Road)
Recommendation: Leave Open. This crossing is located at the top of a very slight vertical curve at the junction of Brookman Road on the east and Chapman Road on the West. Sight distance is good in all directions. In the past four years there have been five accidents reported near this crossing however, only two appear to be associated with the crossing.

11) Sta 546 + 50 M.P. 17.90 (Middleton/Bell Road)
Recommendation: Close Crossing. This crossing is located in the middle of a horizontal curve, near the bottom of a vertical curve and 300 feet south of a railroad overcrossing. These three factors, combined with a vertical drop between the north and south bound lanes of several feet make for very poor sight distance in both directions. Because there are much safer crossings within a half mile in each direction, this crossing should be closed.

12) Sta 562 + 75 M.P. 18.22
Recommendation: Leave Open. This crossover is located on a relatively straight section of roadway. Sight distance is good in all directions and there have been no reported accident within the last four years associated with this crossover. It is recommended that this crossover be left open to serve Bell Road, Middleton Road, and Rein Road traffic. In the future consideration should be given to connecting Bell Road to our highway directly opposite this crossover.

13) Sta 592 + 00 M.P. 18.37 (Chelalem Road)
Recommendation: Close Crossover. This crossover is located about in the middle of a reversing horizontal curve and about half way up a 3.22% hill for southbound traffic. This is also in the area where the north and southbound lanes of the highway are beginning to separate both vertically and horizontally. There is very poor sight distance for southbound traffic and only marginal sight distance for northbound. There are very few access to the highway in this area. Current design standards show a need for guardrail both north and south of this crossover. There was one accident reported at this crossover in the past four years.

14) Sta 607 + 75 M.P. 19.10
Recommendation: Leave Open. This crossover is located near the bottom of a vertical curve and in the middle of a slight horizontal curve. Sight distance is good in both directions and the geometrics are such that merging into highway traffic is no problem. There is a mobile home park (14 spaces) on the northbound side of the highway just south of this crossover as well as several other accesses. This crossover would also serve some Bell Road and Chelalem Road traffic. There have been no reported accidents at this location in the past four years.

15) Sta 620 + 00 M.P. 19.33 (Garland Road)
Recommendation: Leave Open. Like the crossing at Sta 607 + 75, this crossing is located in both a vertical and horizontal curve. Sight distance is good in both directions. Garland Road accesses the highway on the southbound side at this location. There has been one reported accident in the past four years at this crossover. This crossover also provides for easy access to the mobile home park on the northbound side of the highway.

DRW:lg

08012L

REGION 2 OFFICE
RECEIVED
RLO AUG 02 1985 RQS
RE RCE RME ROM
RTS RLS RPC RFS
RUS RG RSR

OREGON STATE HIGHWAY DIVISION
REGION II
August 1985

Sherwood - Rex Section
Pacific Highway West
MP 15.23 to 19.42

HISTORICAL BACKGROUND

The section of Pacific Highway West from Sherwood to the Washington/Yamhill County Line was improved to a four-lane divided highway in 1959. As part of this project, several median crossovers were installed to provide for easy U-turn opportunities for motorists. These crossovers were constructed at intersections of county roads and at other locations where construction costs could be held to a minimum.

As traffic volumes on this section of roadway increased from 5,825 vehicles per day in the late 1950's to current volumes of 17,500 vehicles per day, the safety of these crossovers has become a concern. In conjunction with a Federally funded overlay project on the southbound lanes through this area, a safety review was conducted to assure that current design standards were met when the job was complete.

DISCUSSION

Many past studies[1] have been conducted nationally to try to determine quantitatively the optimum median opening spacing on multi-lane divided highways. Most of these studies included safety, level of service and roadside access requirements as dependent factors.

While most of these studies found that a precise optimum spacing of median crossings could not be derived, they did find that as traffic volumes increase, usage of median openings rapidly becomes hazardous. A secondary finding of several studies indicated that the number of median openings had a significant effect on the accident rate for all types of accidents. A conclusion common to most reports was that median openings that allow crossing traffic as well as left turns onto the highway should be provided at public street intersections only. An exception may be at access points to large traffic generators where the access point conforms in all respects to the standards for the location and design of intersections.

With this information as a background, Region II and the Traffic Section jointly conducted an investigation within the project limits.

INVESTIGATION

On July 29, 1985, a field review was performed on the subject section of highway. The review was conducted by Jim Butler, Traffic Control Engineer, and Don Wagner, Region II Traffic Operations Supervisor. This review included an onsite study of each crossover, an accident history review, a geometric review and an access review.

At each crossover on this section of highway the following factors were combined to give a total picture of the crossover;

1) Number of accidents at the crossover.
2) Sight distance to and from the crossover.
3) Horizontal alignment at the crossover.
4) Vertical alignment at the crossover.
5) Distance to next crossover.
6) Number of highway accesses between crossover.
7) Traffic generating characteristics of each access.
8) Potential negative effect of closing a crossover.

In the five year period from January 1979 through December 1983, there were 83 accidents reported on this 4.75 mile section of highway. Of these accidents, 45 percent were of the type which could be attributed to median crossovers. Also in that same period, the traffic volumes on the section increased 22 percent from 14,400 to 17,500 vehicles per day. The traffic volume has almost tripled on this section from the date it was constructed to a four lane section.

RECOMMENDATION

Based on the findings of this investigation it is recommended that the following actions be taken:

MP 15.42	(Sta 415+50)	Leave Crossing Open
MP 15.67	(Sta 428+50)	✓Close Crossing
MP 15.80	(Sta 436+50)	Leave Crossing Open
MP 15.95	(Sta 443+50)	Leave Crossing Open
MP 16.18	(Sta 456+25)	Leave Crossing Open
MP 16.54	(Sta 475+25)	Close Crossing
MP 16.67	(Sta 481+75)	Leave Crossing Open
MP 16.92	(Sta 495+00)	Close Crossing
MP 17.28	(Sta 514+00)	Close Crossing
MP 17.47	(Sta 524+00)	Leave Crossing Open

15 Crossings
Close 6

MP 17.90	(Sta 546+50)	Close Crossing
MP 18.22	(Sta 562+75)	Leave Crossing Open
MP 18.37	(Sta 592+00)	Close Crossing
MP 19.10	(Sta 607+75)	Leave Crossing Open
MP 19.33	(Sta 620+00)	Leave Crossing Open

It should be noted that several of the crossovers which are operating safely today may not function well with significantly higher traffic volumes on the highway. In the future, as volumes increase, it may be necessary to close, signalize or otherwise alter some of the crossovers found to be operating safely today.

A summary of data for each crossing and a map of the area is attached to this report.

DRW:vlw

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[1] FHWA, "Synthesis of Safety Research Related to Traffic Control and Roadway Elements Vol. 1", December 1982.

P. D. Cribbins, J. W. Horn, F. V. Beeson, and R. D. Taylor, "Median Openings on Divided Highways: Their Effect on Accident Rates and Level of Service," Highway Research Board Record 188, Highway Research Board, 1967.

P. D. Cribbins, J. M. Avey, and J. K. Donaldson, "Effects of Selected Roadway and Operational Characteristics on Accidents on Multi-Lane Highways," Highway Research Board Record 188, Highway Research Board, 1967.

Vergil G. Stover, William G. Adkins, and John C. Goodnight, "Guidelines for Median and Marginal Access Control on Major Roadways," National Cooperative Highway Research Program Report no. 93, Transportation Research Board, 1970.

P. D. Cribbins, "Location of Median Openings on Divided Highway," Traffic Engineering, Vol 37, No. 78., April 1967.

G. R. Garner, "Accidents at Median Crossovers," Highway Research Board Record 312, Highway Research Board, 1970.

0802V2

Overall Length Of Project - 4.19 Mile

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING & SIGNING

SHERWOOD - REX (SOUTHBOUND) SEC.

PACIFIC HIGHWAY WEST

WASHINGTON COUNTY

MAY, 1985

INDEX OF SHEETS

1	Title Sheet
2, 2A	Typical Sections
2B, 2B-2, 2C	Details
2D	Stage Construction, Temporary Protection & Direction Of Traffic
2E	Pipe Data
2F	Summary
3-9 Incl	Plan & Profile
9A	Superelevation Runoff & Detour Profile
10, 11, 12	Plan & Profile

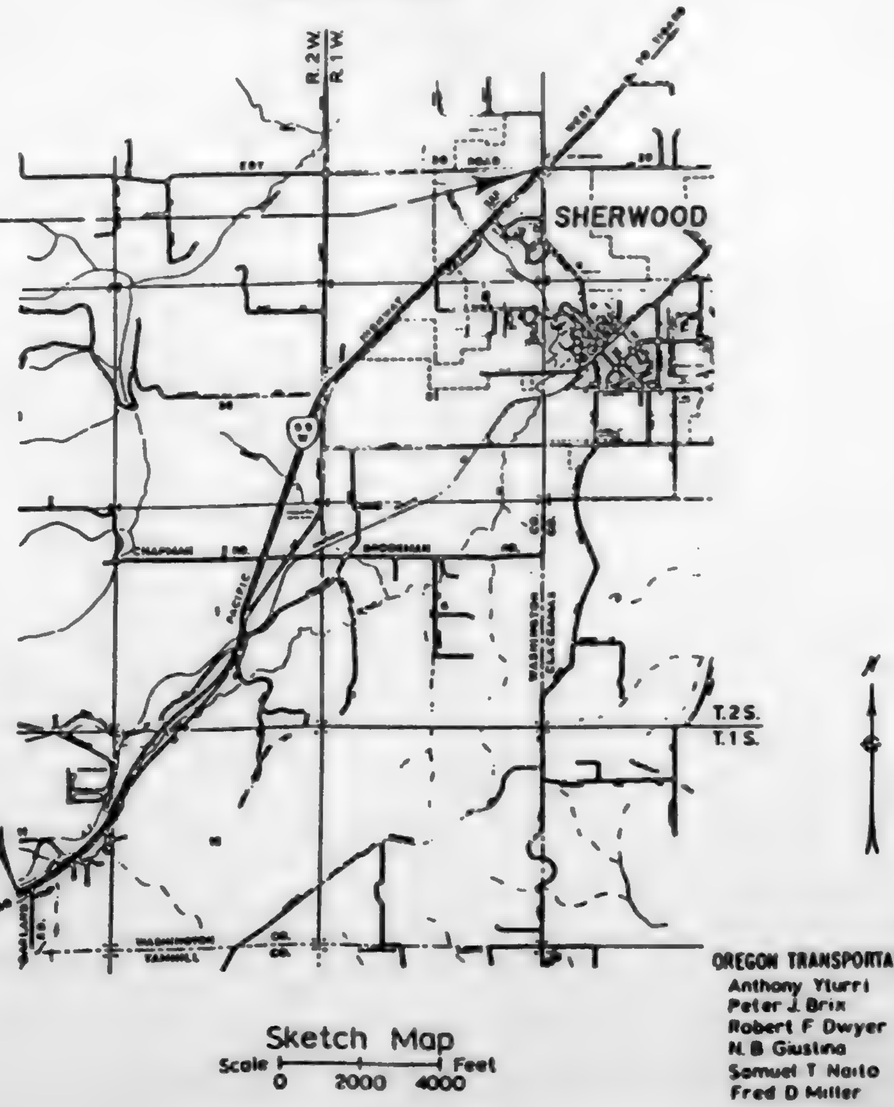
ENGINEER 6482
RICHARD A. KUEHN

Drg. Nos.

S-6, S-12, 2126C, 2201	Temporary Protection And Direction Of Traffic
2050, 2050A, 2091, 2091B, 2105, 2105A	Pipes, Manholes And Inlets
2126, 2126A, 2126D, 2126F, 2126G	Guardrail
2127, 2133, 2134, 2135	Concrete Barrier
2129	Delineators
2136	Mailbox Installation
9796, 17292, 24635	Box Culvert
S-675, S-676, S-677, S-1, S-2, S-4, S-5, S-7	Signing

BEGINNING OF PROJECT F-9-3(14)
Sta. 406+00 (M.P. 15.23)

END OF PROJECT F-9-3(14)
Sta. 627+00 (M.P. 19.42)



Sketch Map
Scale 0 2000 4000 Feet

OREGON TRANSPORTATION COMMISSION
Anthony Yturri Chairman
Peter J. Brix Vice Chairman
Robert F Dwyer Commissioner
N.B Giustina Commissioner
Samuel T Naito Commissioner
Fred D Miller Director of Transportation

18V - 223

Overall Length Of Project - 4.19 Miles

SHERWOOD - REX (SOUTHBOUND) SEC. PACIFIC HIGHWAY WEST WASHINGTON COUNTY				
10	OREGON	F-9-3(14)		1

INDEX OF SHEETS

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1	Title Sheet
2,2A	Typical Sections
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2E	Pipe Data
2F	Summary
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9A	Superelevation Runoff & Detour Profile
10,11,12	Plan & Profile

Richard A. Kuehn 6462

Drg. Nos.

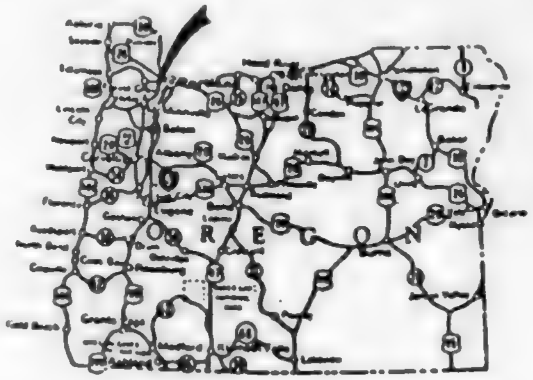
S-6, S-12, 2126C, 2201	Temporary Protection And Direction Of Traffic
2050, 2050A, 2091, 2091B, 2105, 2105A	Pipes, Manholes And Inlets
2126, 2126A, 2126D, 2126F, 2126G	Guardrail
2127, 2133, 2134, 2135	Concrete Barrier
2129	Delineators
2136	Mailbox Installation
9796, 17292, 24635	Box Culvert

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING, PAVING & SIGNING

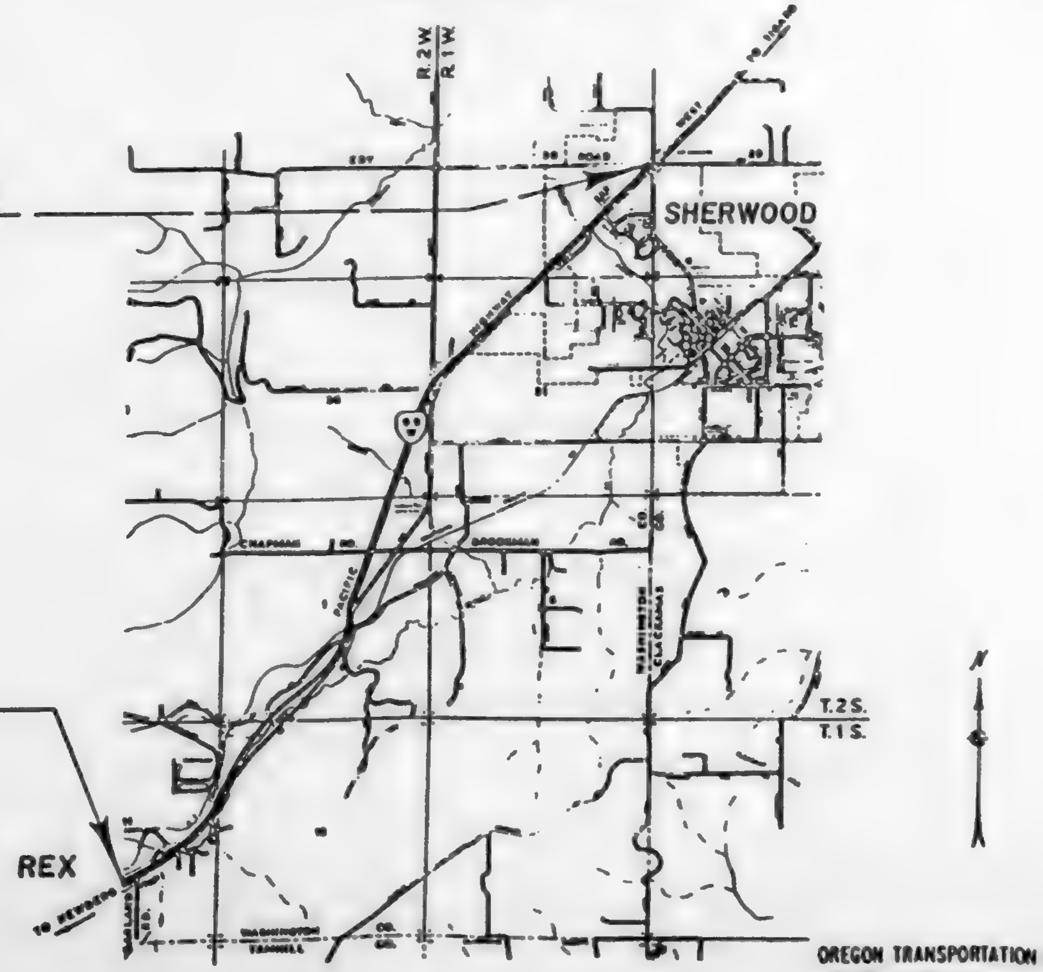
SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY
MAY, 1985



BEGINNING OF PROJECT F-9-3(14)
Sta. 406+00 (M.P. 15.23)

S-675, S-676, S-677, S-1, S-2, S-4, S-5, S-7	Signing

END OF PROJECT F-9-3(14)
Sta. 627+00 (M.P. 19.42)



Sketch Map
Scale 0 2000 4000 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri — Chairman
Peter J. Brix — Vice Chairman
Robert F Dwyer — Commissioner
N. B Giustina — Commissioner
Samuel T Naito — Commissioner
Fred D Miller — Director of Transportation

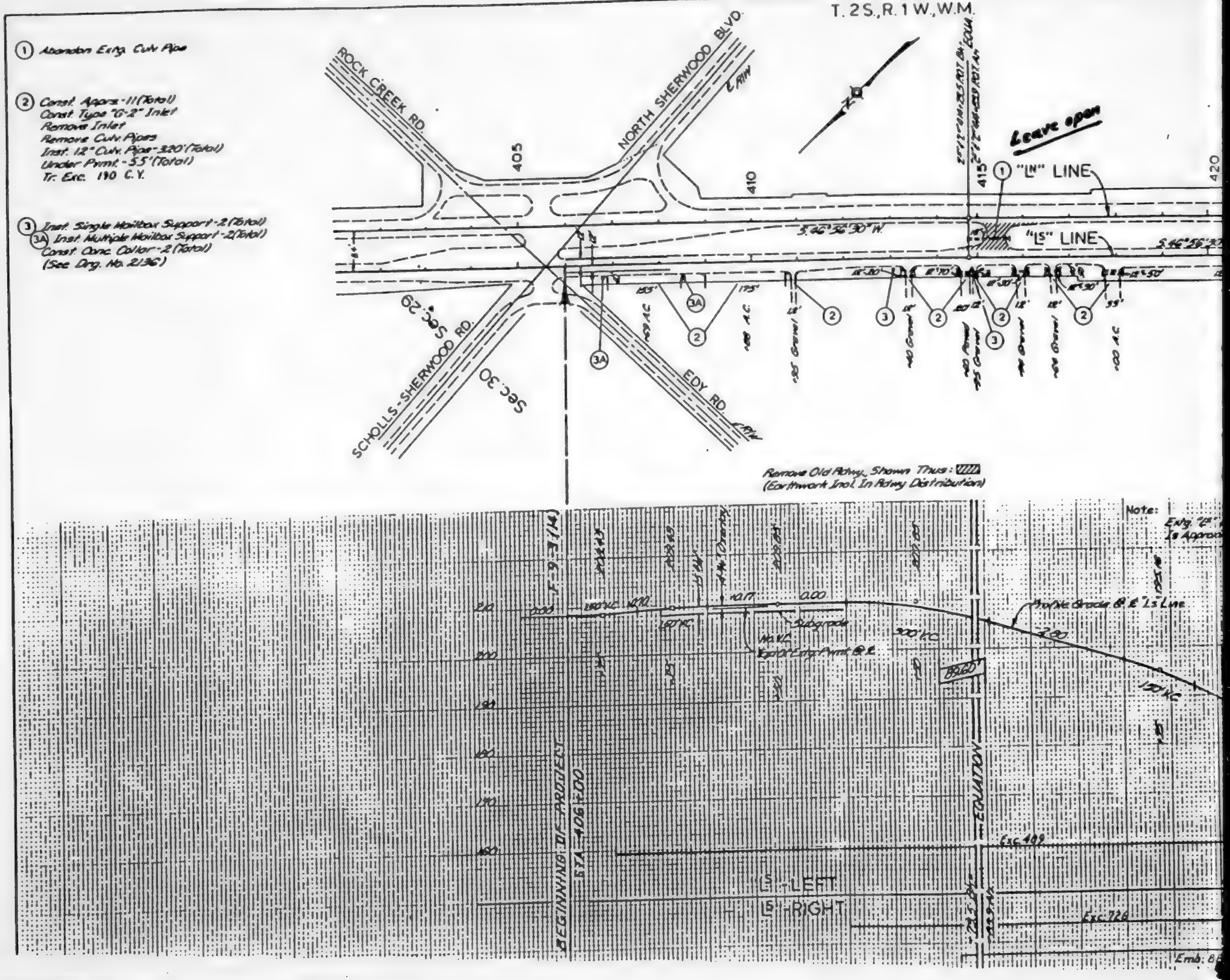
H S Coulter — State Highway Engineer

E S Hunter — Assistant State Highway Engineer

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

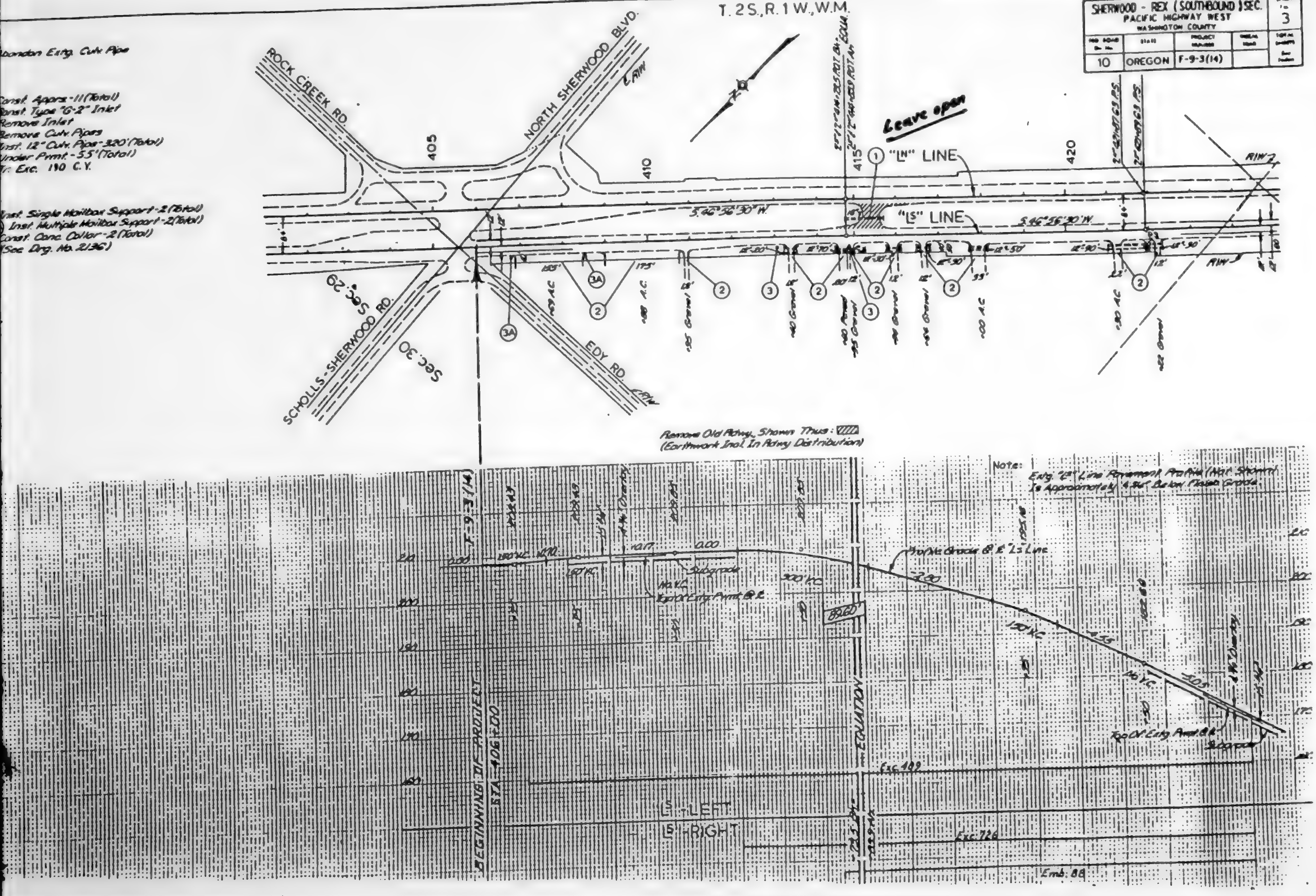
FIELD OPERATIONS ENGINEER DATE


① Abandon Extg. Culv. Pipe
② Const. Apprs.-11 (Total)
Const. Type "G-2" Inlet
Remove Inlet
Remove Culv. Pipes
Inst. 12" Culv. Pipe-320' (Total)
Under Pvmt.-55' (Total)
Tr. Exc. 190 C.Y.
③ Inst. Single Mailbox Support-2 (Total)
3A Inst. Multiple Mailbox Support-2 (Total)
Const. Conc. Collar-2 (Total)
(See Drg. No. 2136)
T. 2S., R. 1 W., W.M.
ROCK CREEK RD.
NORTH SHERWOOD BLVD.
SCHOLLS-SHERWOOD RD.
EDY RD.
Sec. 29
Sec. 30
405
410
415
420
EQUA.
Leave open
"LN" LINE
"LS" LINE
S. 46°56'30" W.
.40 Gravel
.95 Gravel
.00 A.C.
Remove Old Rdwy. Shown Thus: ▨
(Earthwork Incl. In Rdwy. Distribution)
F-9-3(14)
BEGINNING OF PROJECT
STA. 406+00
EQUATION
Subgrade
No V.C.
Top of Extg. Pvmt. @ ℄
300' V.C.
150' V.C.
160' V.C.
0.00
-2.00
Profile Grade @ ℄ "LS" Line
B9.60
Note:
Extg. "℄"
Is Approx.
LS-LEFT
LS-RIGHT
Exc. 409
Exc. 726
Emb. 8

18V - 223

SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

10	OREGON	F-9-3(14)		3


T. 2 S., R. 1 W., W.M.
ROCK CREEK RD.
NORTH SHERWOOD BLVD.
SCHOLLS - SHERWOOD RD.
EDY RD.
Sec. 29
Sec. 30
405
410
415
420
"LN" LINE
"LS" LINE
S. 46°56'30" W.
EQUA.
Leave open
R/W
F-9-3(14)
BEGINNING OF PROJECT
STA. 406+00
EQUATION
89.60'
Profile Grade @ ℄ "LS" Line
Subgrade
Top Of Extg. Pvmt. @ ℄
200' V.C.
150' V.C.
300' V.C.
4¾" Overlay
Exc. 149
Exc. 726
Emb. 88
LS - LEFT
LS - RIGHT
1
2
3
3A
+59 A.C.
+88 A.C.
+35 Gravel
+40 Gravel
+40 Paved
+75 Gravel
+00 A.C.
+30 A.C.
+22 Gravel

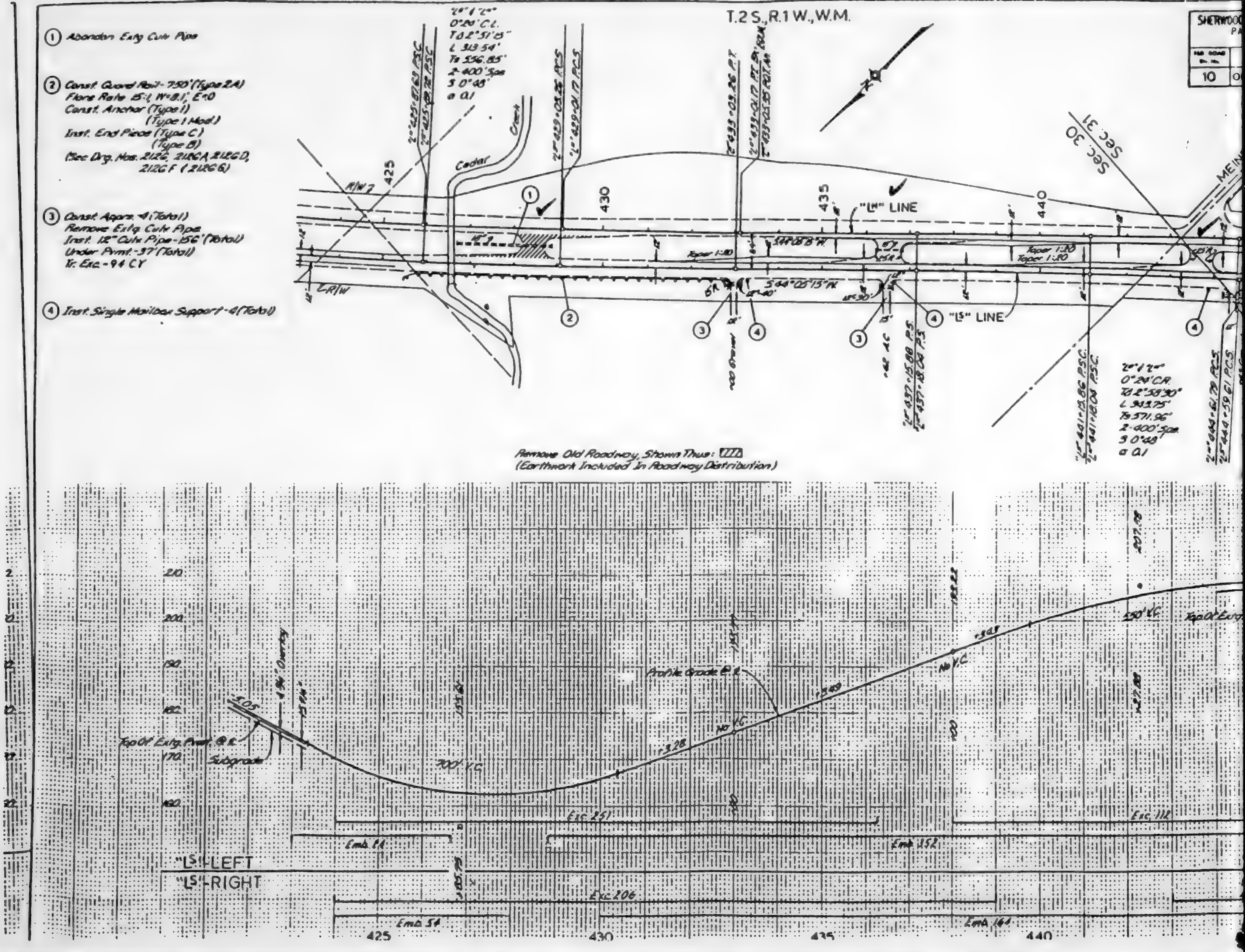
Abandon Extg. Culv. Pipe

Const. Apprs. - 11 (Total)
Const. Type "G-2" Inlet
Remove Inlet
Remove Culv. Pipes
Inst. 12" Culv. Pipe - 320' (Total)
Under Pvmt. - 55' (Total)
Tr. Exc. 190 C.Y.

Inst. Single Mailbox Support - 2 (Total)
Inst. Multiple Mailbox Support - 2 (Total)
Const. Conc. Collar - 2 (Total)
(See Drg. No. 2136)

Remove Old Pdwy., Shown Thus: ▨
(Earthwork Incl. In Pdwy. Distribution)

Note: Extg. "℄" Line Pavement Profile (Not Shown) Is Approximately 4.34' Below Plans Grade.



① Abandon Extg Culv Pipe

② Const. Guard Rail - 750' (Type 2A)
Flare Rate 15:1, W=8.1', E=0
Const. Anchor (Type 1)
(Type 1 Mod.)
Inst. End Piece (Type C)
(Type B)
(See Drg. Nos. 2126, 2126A, 2126D,
2126F (2126G)

③ Const. Apprs. 4 (Total)
Remove Extg. Culv Pipe
Inst. 12" Culv Pipe - 156' (Total)
Under Pvmt. - 37' (Total)
Tr. Exc. - 94 CY

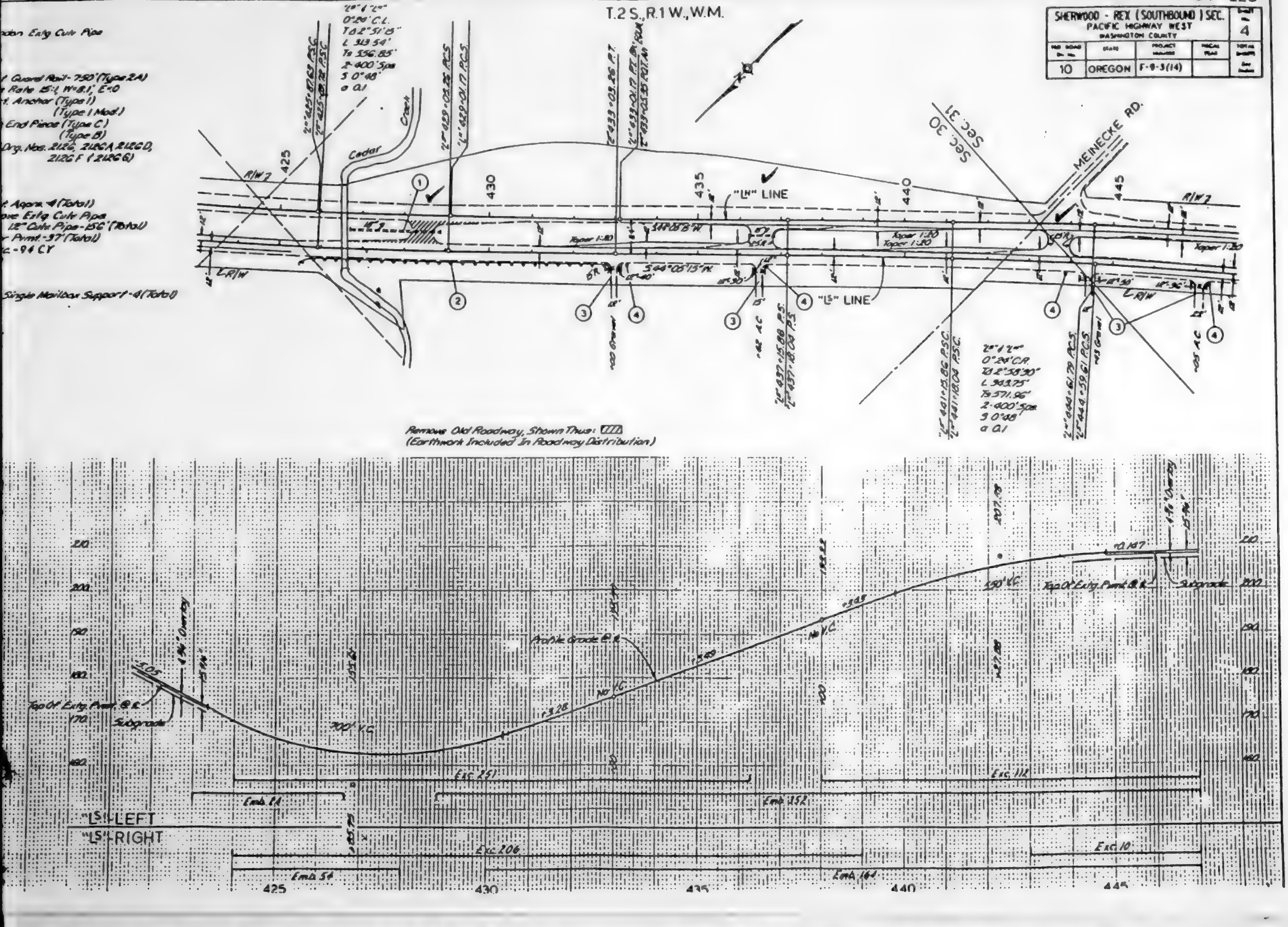
④ Inst. Single Mailbox Support - 4 (Total)

Remove Old Roadway, Shown Thus: ▨
(Earthwork Included In Roadway Distribution)

T.2 S., R.1 W., W.M.
SHERWOOD
10
"L" & "L"
0°20' C.L.
T.D. 2°51'15"
L 313.54'
Ts 156.85'
2-400' Spa.
S 0°45'
a 0.1
"L" 425+87.69 P.S.C.
"L" 425+89.72 P.S.C.
"L" 429+03.26 P.C.S.
"L" 429+01.17 P.C.S.
"L" 433+03.26 P.T.
"L" 433+01.17 P.T. Eq.
"L" 433+05.35 P.O.T.
Cedar Creek
R/W
425
430
435
440
"LN" LINE
"LS" LINE
S 44°05'15" W
Taper 1:20
Taper 1:30
"L" 437+15.88 P.S.
"L" 437+18.04 P.S.
"L" 441+13.86 P.S.C.
"L" 441+18.04 P.S.C.
"L" & "L"
0°24' C.R.
T.D. 2°59'30"
L 313.75'
Ts 171.96'
2-400' Spa.
S 0°48'
a 0.1
"L" 444+61.79 P.C.S.
"L" 444+59.61 P.C.S.
Sec. 30
Sec. 31
MEIN
Top Of Extg. Pvmt. @ ℄
Subgrade
4 3/4" Overlay
15 1/4"
700' V.C.
Profile Grade @ ℄
400' V.C.
250' V.C.
160
170
180
190
200
210
Exc. 251
Emb. 11
Emb. 152
Exc. 112
"LS"-LEFT
"LS"-RIGHT
Exc. 206
Emb. 54
Emb. 164

18V-223

SHERWOOD - REX (SOUTHBOUND) SEC. PACIFIC HIGHWAY WEST WASHINGTON COUNTY				4
10	OREGON	F-9-3(14)		



ndon Exist Culv Pipe

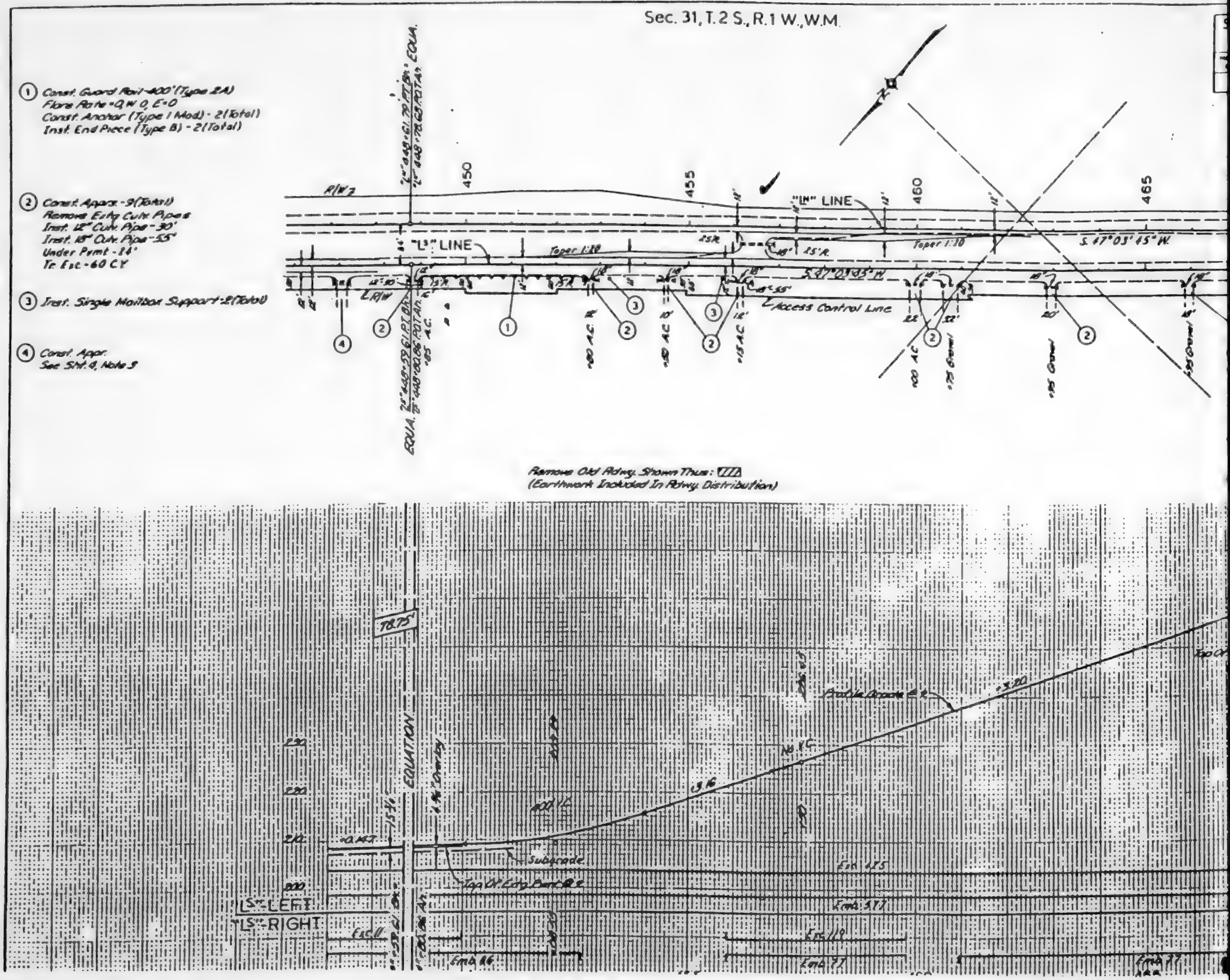
Guard Rail - 750' (Type 2A)
Rate 15:1, W=8.1', E=0
t. Anchor (Type 1)
(Type 1 Mod.)
End Piece (Type C)
(Type B)
Drg. Nos. 2126, 2126A, 2126D,
2126F (2126G)

t. Appr. 4 (Total)
ove Exist Culv Pipe
12" Culv Pipe - 156' (Total)
r Pvmt. - 37 (Total)
c - 94 CY

Single Mailbox Support - 4 (Total)

Remove Old Roadway, Shown Thus: ▨
(Earthwork Included In Roadway Distribution)

T.2S., R.1W., W.M.
"L" & "L"
0°20' C.L.
T.Δ 2°51'15"
L 313.54'
Ts 556.85'
2-400' Spa
S 0°48'
a 0.1
"L" 425+87.63 P.S.C.
"L" 425+89.72 P.S.C.
"L" 429+03.26 P.C.S.
"L" 429+01.17 P.C.S.
"L" 433+03.26 P.T.
"L" 433+01.17 P.T. Bk.
"L" 433+05.35 P.O.T. Ah.
"L" 437+15.88 P.S.
"L" 437+18.04 P.S.
"L" 441+15.86 P.S.C.
"L" 441+18.04 P.S.C.
"L" & "L"
0°24' C.R.
T.Δ 2°58'30"
L 343.75'
Ts 571.96'
2-400' Spa
S 0°48'
a 0.1
"L" 444+61.79 P.C.S.
"L" 444+59.61 P.C.S.
Cedar
Creek
R/W
"LN" LINE
"LS" LINE
Taper 1:20
MEINECKE RD.
Sec. 30
Sec. 31
425
430
435
440
445
1
2
3
4
S 44°05'15" W
+00 Gravel
+42 A.C.
+43 Gravel
+05 A.C.
Top Of Exist Pvmt @ E
Subgrade
1.96" Overlay
15.96"
700' V.C.
+3.28
Profile Grade @ E
+5.49
+5.93
550' V.C.
+0.197
Exc 251
Emb 21
Emb 152
Exc 112
"LS"-LEFT
"LS"-RIGHT
Exc 206
Emb 54
Emb 164
Exc 10
210
200
190
180
170
160


Sec. 31, T.2 S., R.1 W., W.M.
"L" 448+61.79 P.T. Bk. = "L" 448+78.63 P.O.T. Ah. EQUA.
EQUA. "L5" 448+59.61 P.T. Bk. = "L5" 448+00.86 P.O.T. Ah.
450
455
460
465
R/W
"L5" LINE
"LN" LINE
Taper 1:20
Taper 1:10
25'R.
S. 47°03'45" W.
Access Control Line
L R/W
+85 A.C.
+00 A.C.
+50 A.C.
+15 A.C.
+00 A.C.
+75 Gravel
+95 Gravel
+95 Gravel
18"
12'
10'
22'
52'
20'
78.75'
EQUATION
1.5%
4.96" Overlay
400' V.C.
+3.16
+3.00
Profile Grade ℄
Subgrade
Top Of Extg. Pavt. ℄
230
220
210
200
"L5"-LEFT
"L5"-RIGHT
Exc. 11
Emb. 86
Exc. 475
Emb. 577
Exc. 119
Emb. 77
Emb. 77

① Const. Guard Rail-400' (Type 2A)
Flare Rate = Q, W 0, E = 0
Const. Anchor (Type 1 Mod.) - 2 (Total)
Inst. End Piece (Type B) - 2 (Total)

② Const. Apprs. - 9 (Total)
Remove Extg. Culv. Pipes
Inst. 12" Culv. Pipe - 30'
Inst. 18" Culv. Pipe - 55'
Under Pvmt. - 24'
Tr. Exc. - 60 C.Y.

③ Inst. Single Mailbox Support - 2 (Total)

④ Const. Appr.
See Sht. 4, Note 5

Remove Old Rdwy. Shown Thus: ▨
(Earthwork Included In Rdwy. Distribution)

18V-223

SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

10	OREGON	F-9-3(14)		5

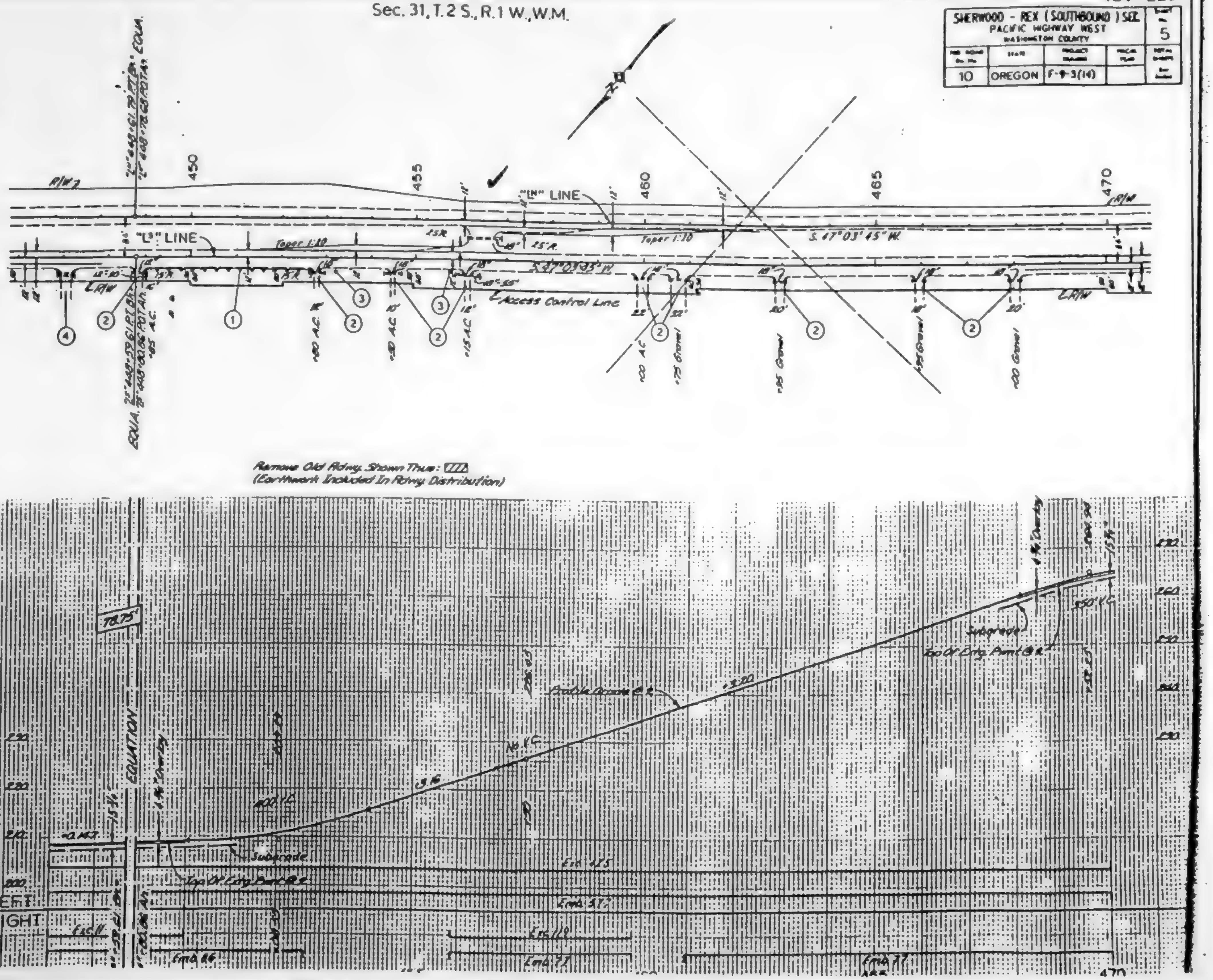
Sec. 31, T. 2 S., R. 1 W., W.M.

Const. Guard Rail-400'(Type 2A)
Flare Rate-Q.W 0, E-0
Const. Anchor (Type 1 Mod) - 2(Total)
Inst. End Piece (Type B) - 2(Total)

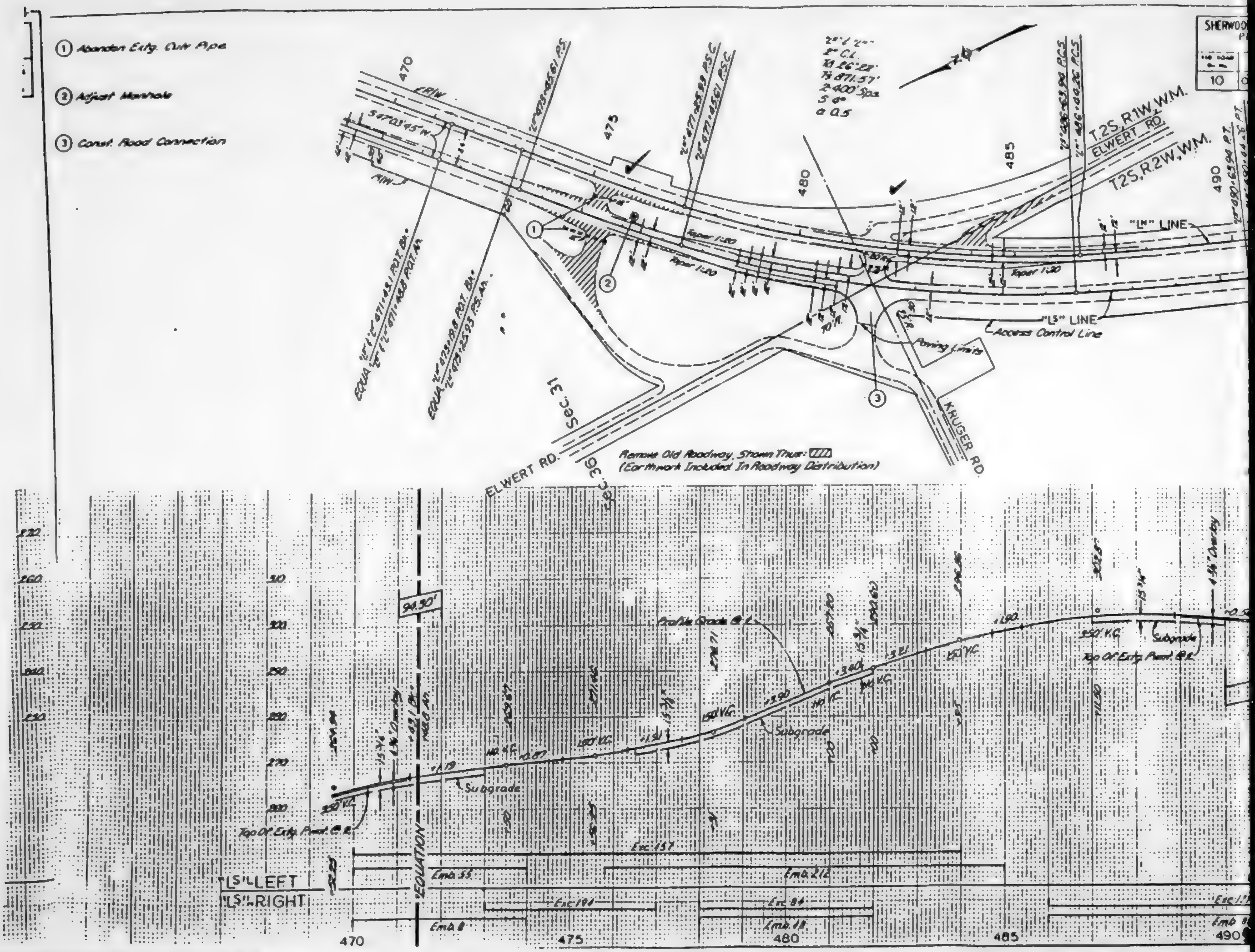
Const. Apprs. -9(Total)
Remove Extg Culv Pipes
Inst. 12" Culv. Pipe-30'
Inst. 18" Culv. Pipe-55'
Under Pvmt. -24'
Tr. Exc. -60 C.Y.

Inst. Single Mailbox Support-2(Total)

Const. Appr.
See Sht. 4, Note 3


"L" 448+61.79 P.T. Bk. = "L" 448+78.68 P.O.T. Ah. EQUA.
EQUA. "L3" 448+59.61 P.I. Bk. = "L3" 448+80.86 P.O.T. Ah.
+85 A.C.
450
455
460
465
470
R/W
"L3" LINE
"LN" LINE
Taper 1:10
S. 47°03'45" W.
Access Control Line
L R/W
25' R.
+80 A.C.
+50 A.C.
+15 A.C.
+00 A.C.
+75 Gravel
+95 Gravel
+00 Gravel
1
2
3
4
EQUATION
78.75
4.9" Overlay
400' V.C.
3.1%
No V.C.
Profile Grade ℄
Subgrade
Top Of Extg. Pvmt. ℄
250' V.C.
+52.25
15¾"
"L3" LEFT
"L3" RIGHT
Exc. 425
Emb. 57
Exc. 11
Exc. 119
Emb. 86
Emb. 77
210
220
230
240
250
260
270

Remove Old Rdwy. Shown Thus: ▨
(Earthwork Included In Rdwy. Distribution)



① Abandon Extg. Culv. Pipe
② Adjust Manhole
③ Const. Road Connection
470
475
480
485
490
R/W
S 47°03'45" W
EQUA. "L" 471+43.1 P.O.T. Bk. "L" 471+48.8 P.O.T. Ah.
EQUA. "L" 473+19.8 P.O.T. Bk. "L" 473+25.93 P.S. Ah.
"L" 473+85.61 P.S.
"L" 477+25.93 P.S.C.
"L" 477+45.61 P.S.C.
"L" 486+63.94 P.C.S.
"L" 486+00.26 P.C.S.
"L" 490+63.94 P.T.
"L" C.L.
Δ 26°28'
Ts 871.57'
2-400' Sps.
S 4°
a 0.5
Taper 1:20
"LN" LINE
"LS" LINE
Access Control Line
Paving Limits
T.2S.,R.1W.,W.M.
T.2S.,R.2W.,W.M.
ELWERT RD.
KRUGER RD.
Sec. 31
Sec. 36
Remove Old Roadway, Shown Thus: ▨
(Earthwork Included In Roadway Distribution)
SHERWOOD
10
94.30'
EQUATION
Profile Grade @ L
Subgrade
Top Of Extg. Pavt. @ L
1¾" Overlay
13¼"
350' V.C.
150' V.C.
140' V.C.
"LS" LEFT
"LS" RIGHT
Exc. 157
Exc. 191
Exc. 84
Emb. 55
Emb. 212
Emb. 8
Emb. 18

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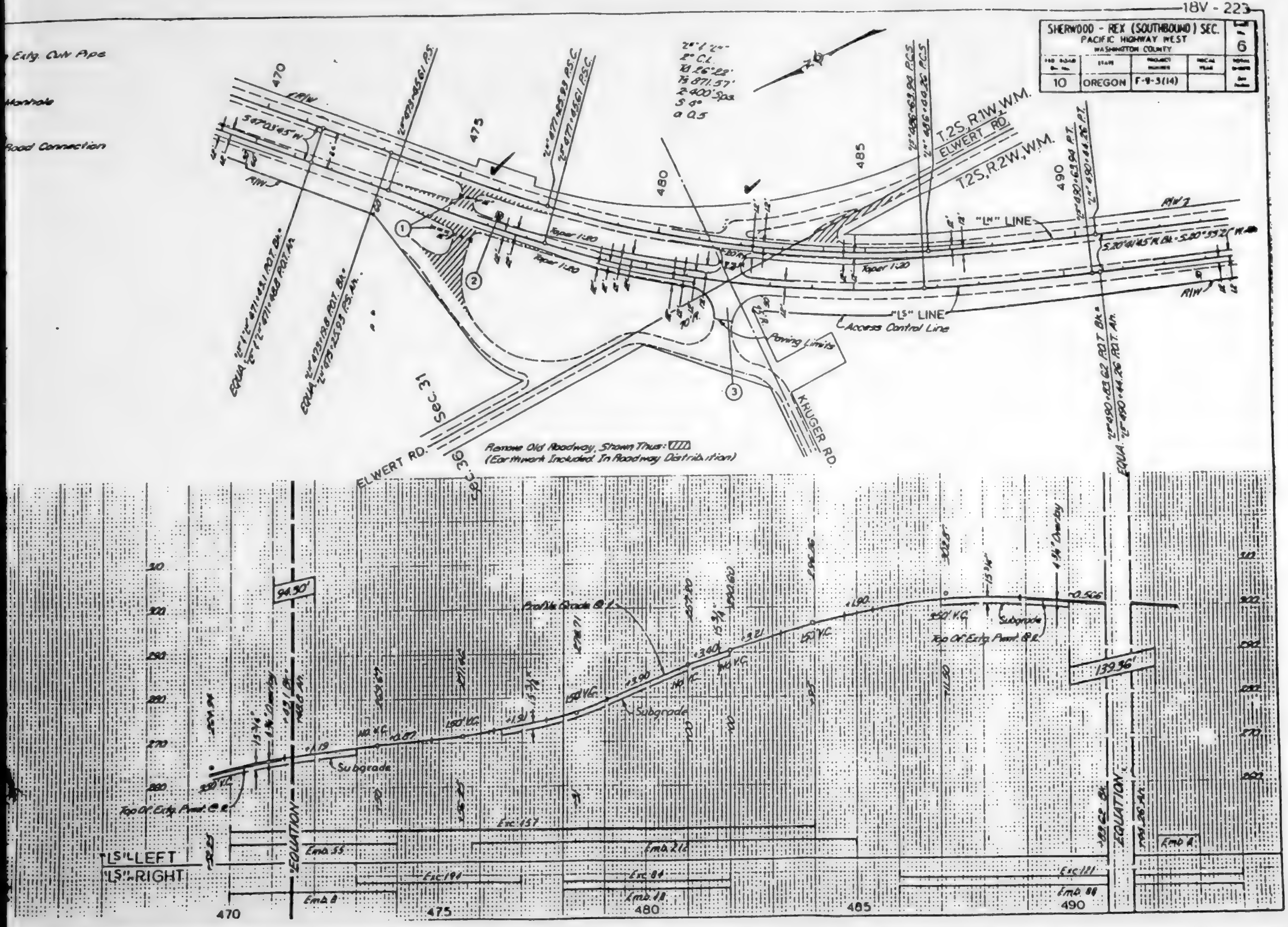

Extg. Culv. Pipe
Manhole
Road Connection
470
475
480
485
490
R/W
EQUA. "LS" 471+43.1 P.O.T. Bk.= "L" 471+48.8 P.O.T. Ah.
EQUA. "LS" 473+13.8 P.O.T. Bk.= "L" 473+25.93 P.S. Ah.
"L" 473+85.61 P.S.
"L" 477+85.93 P.S.C.
"LS" 477+85.61 P.S.C.
"LS" 486+63.94 P.C.S.
"L" 486+44.26 P.C.S.
"LS" 490+63.94 P.T.
"L" 490+44.26 P.T.
EQUA. "LS" 490+83.62 P.O.T. Bk.= "L" 490+44.26 P.O.T. Ah.
Taper 1:20
"LN" LINE
"LS" LINE
Access Control Line
Paving Limits
T.2S.,R.1W.,W.M.
T.2S.,R.2W.,W.M.
ELWERT RD.
KRUGER RD.
Sec. 31
Sec. 36
Remove Old Roadway, Shown Thus:
(Earthwork Included In Roadway Distribution)
EQUATION
94.30'
139.96'
Profile Grade ℄
Subgrade
Top Of Extg. Pvmt. ℄
1¾" Overlay
4¼" Overlay
"LS" LEFT
"LS" RIGHT
Exc. 157
Exc. 194
Exc. 84
Exc. 121
Emb. 55
Emb. 212
Emb. 8
Emb. 18
Emb. 88
Emb. A

SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

10	OREGON	F-9-3(14)		6

① Abandon Extg. Culv. Pipe

② Remove Extg. Guard Rail
Const. Guard Rail - 350' (Type 2A)
Flare Rate - 0, W=0, E=0
Const. Anchor - 2 (Type 1 Mod) (Total)
Inst. End Piece (Type B) - 2 (Total)

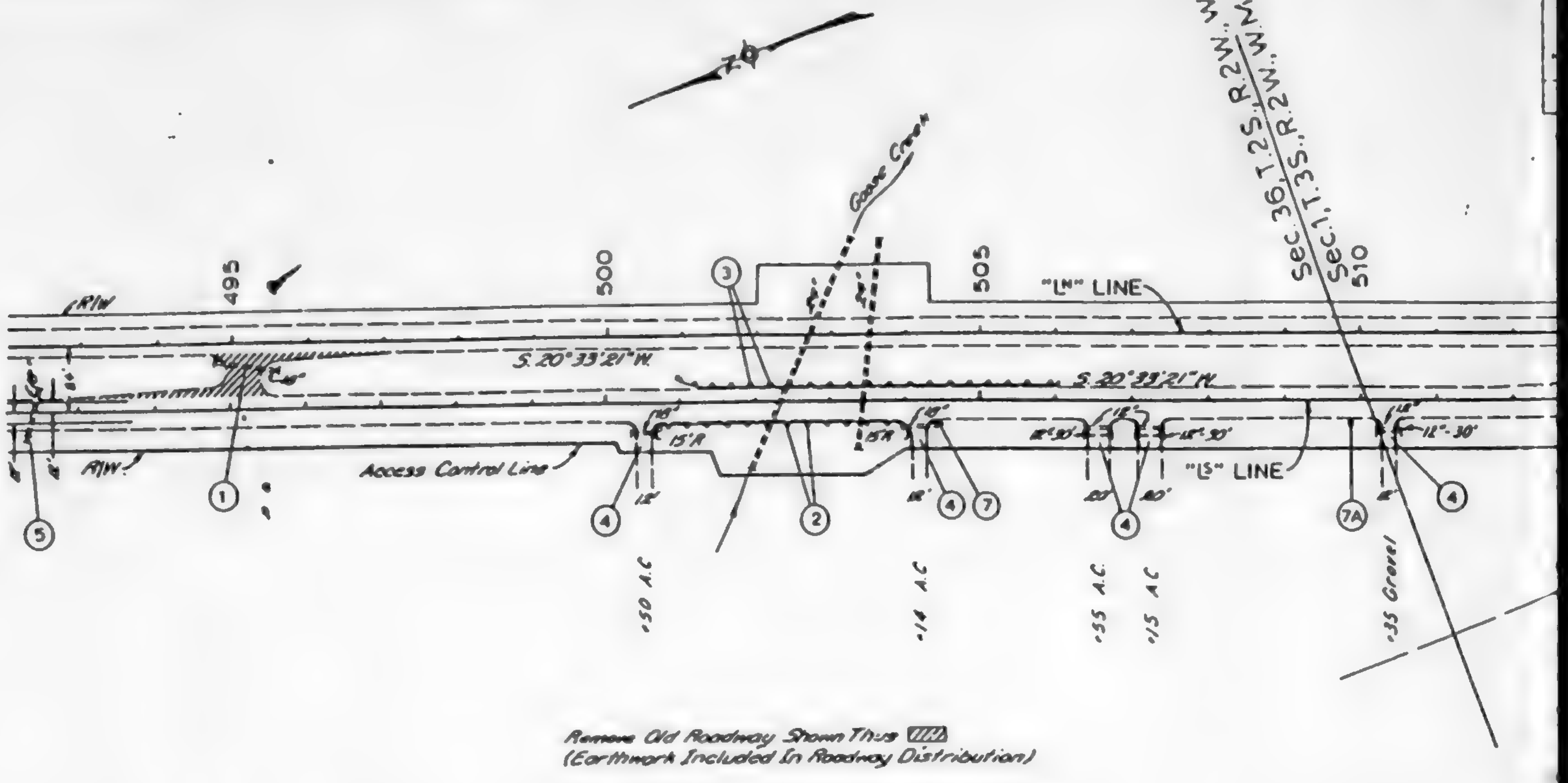
③ Remove Extg. Guard Rail
Const. Guard Rail - 500' (Type 2A)
Flare Rate - 15:1, W=8.1, E=0
Const. Anchors - 2 (Type 1) (Total)
Inst. End Piece (Type C)
(Type B)

④ Const. Apprs. - 6 (Total)
Remove Extg. Culv. Pipes
Inst. 12" Culv. Pipe - 120' (Total)
Under Pvmt. - 52
Tr. Exc. - 78 C.Y.

⑤ Sta. "LS" 492+36
18" Conc. Culv. Pipe - 60' (In Pl.)
Extend - 6', Rt.
Tr. Exc. - 3 C.Y.

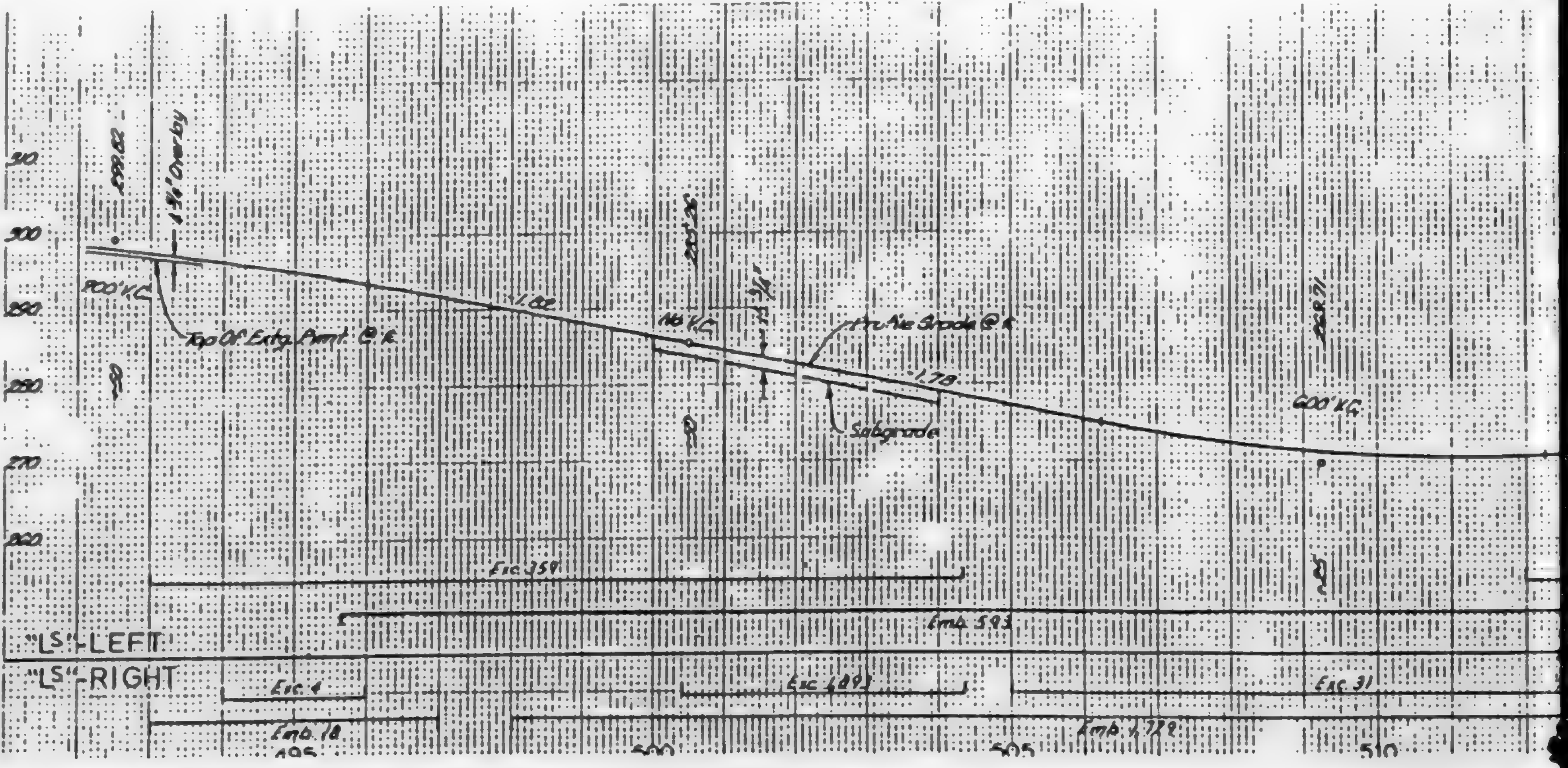
⑥ Sta. "LS" 514+75
12" Conc. Culv. Pipe - 72' (In Pl.)
Extend - 6', Lt.
Tr. Exc. - 1 C.Y.

⑦ Inst. Single Mailbox Support
(7A) Inst. Multiple Mailbox Support
Const. Concrete Collar



Sec. 36, T. 2S., R. 2W., W.M.
Sec. 1, T. 3S., R. 2W., W.M.
495
500
505
510
R/W
R/W
S. 20°33'21" W.
S. 20°33'21" W.
"L" LINE
"LS" LINE
Access Control Line
Goose Creek
①
②
③
④
⑤
⑦
7A
15' R
18"
12"
20'
12"-30'
+50 A.C.
+14 A.C.
+55 A.C.
+15 A.C.
+35 Gravel

Remove Old Roadway Shown Thus ▨
(Earthwork Included In Roadway Distribution)



310
300
290
280
270
260
299.82
1¾" Overlay
900' V.C.
Top Of Extg. Pvmt. @ ℄
-1.82
293.26
110' V.C.
13¾"
Profile Grade @ ℄
-1.79
Subgrade
268.71
600' V.C.
"LS"-LEFT
"LS"-RIGHT
Exc. 359
Emb. 593
Exc. 4
Exc. 489
Exc. 31
Emb. 18
Emb. 4,779
495
500
505
510

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SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

10	OREGON	F-4-3(14)		7

① Abandon Extg. Culv. Pipe

② Remove Extg. Guard Rail
Const. Guard Rail - 350' (Type 2A)
Flare Rate - 0, W=0, E=0
Const. Anchor - 2 (Type 1 Mod)(Total)
Inst. End Piece (Type B) - 2 (Total)

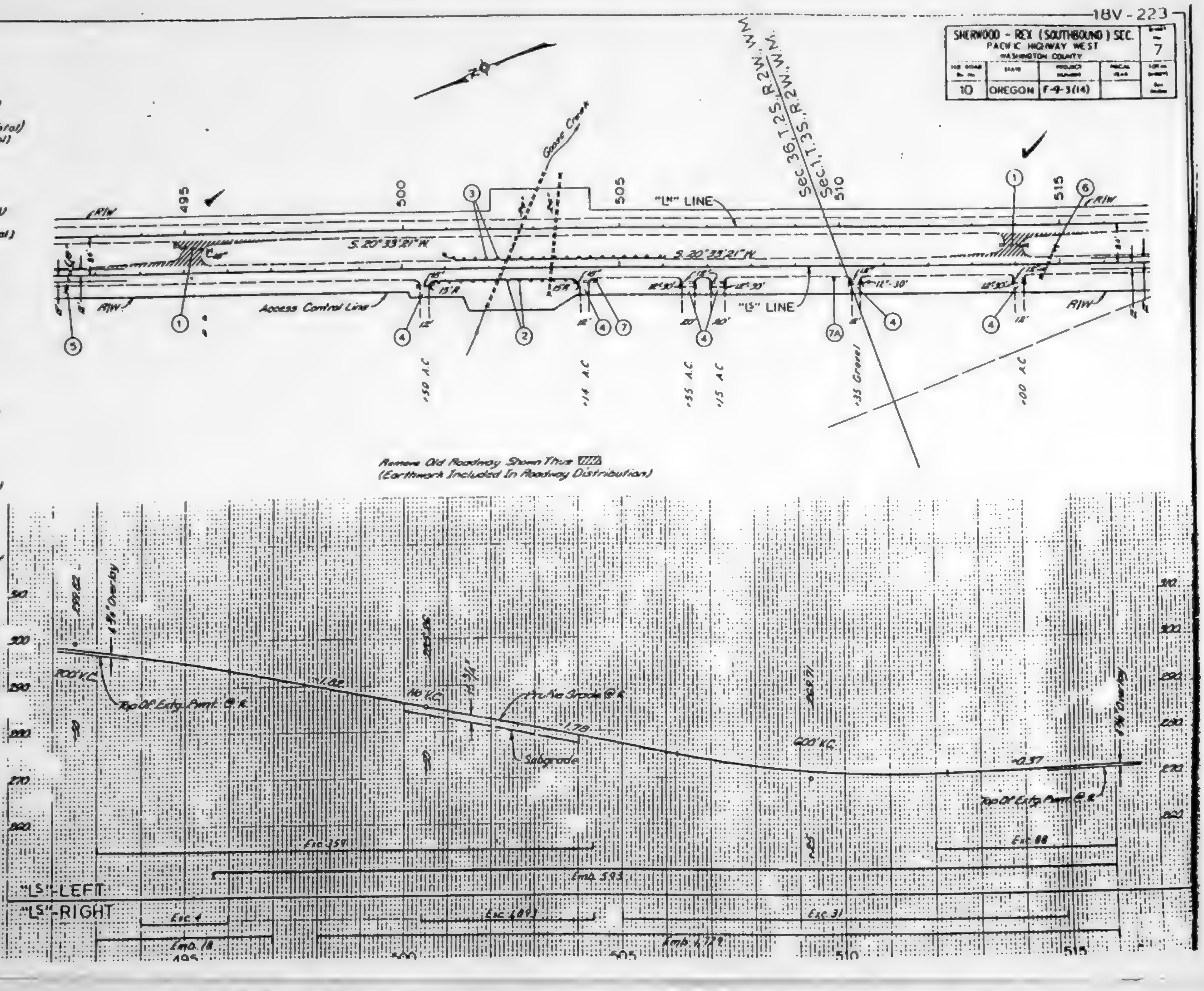
③ Remove Extg. Guard Rail
Const. Guard Rail - 500' (Type 2A)
Flare Rate - 15:1, W=8.1, E=0
Const. Anchors - 2 (Type 1)(Total)
Inst. End Piece (Type C)
(Type B)

④ Const. Apprs. - 6 (Total)
Remove Extg. Culv. Pipes
Inst. 12" Culv. Pipe - 120' (Total)
Under Pvmt. - 52
Tr. Exc. - 78 C.Y.

⑤ Sta. "L" 492+36
18" Conc. Culv. Pipe - 60' (In Pl.)
Extend - 6', Rt.
Tr. Exc. - 3 C.Y.

⑥ Sta. "L" 514+75
12" Conc. Culv. Pipe - 72' (In Pl.)
Extend - 6', Lt.
Tr. Exc. - 1 C.Y.

⑦ Inst. Single Mailbox Support
(7A) Inst. Multiple Mailbox Support
Const. Concrete Collar


N
495
500
505
510
515
R/W
"LN" LINE
"LS" LINE
S.20°33'21"W.
Goose Creek
Sec. 36, T.2S., R.2W., W.M.
Sec. 1, T.3S., R.2W., W.M.
Access Control Line
+50 A.C.
+14 A.C.
+55 A.C.
+15 A.C.
+35 Gravel
+00 A.C.
12'-30'
15'R
12'
20'
310
300
290
280
270
260
299.62
4¾" Overlay
200' V.C.
Top Of Extg. Pvmt. @ ℄
-1.02
285.26
160' V.C.
Profile Grade @ ℄
Subgrade
-1.78
268.71
400' V.C.
-0.37
"LS"-LEFT
"LS"-RIGHT
Exc. 359
Emb. 593
Exc. 88
Exc. 4
Emb. 18
Exc. 489
Emb. 4729
Exc. 31

Remove Old Roadway Shown Thus ▨
(Earthwork Included In Roadway Distribution)

SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

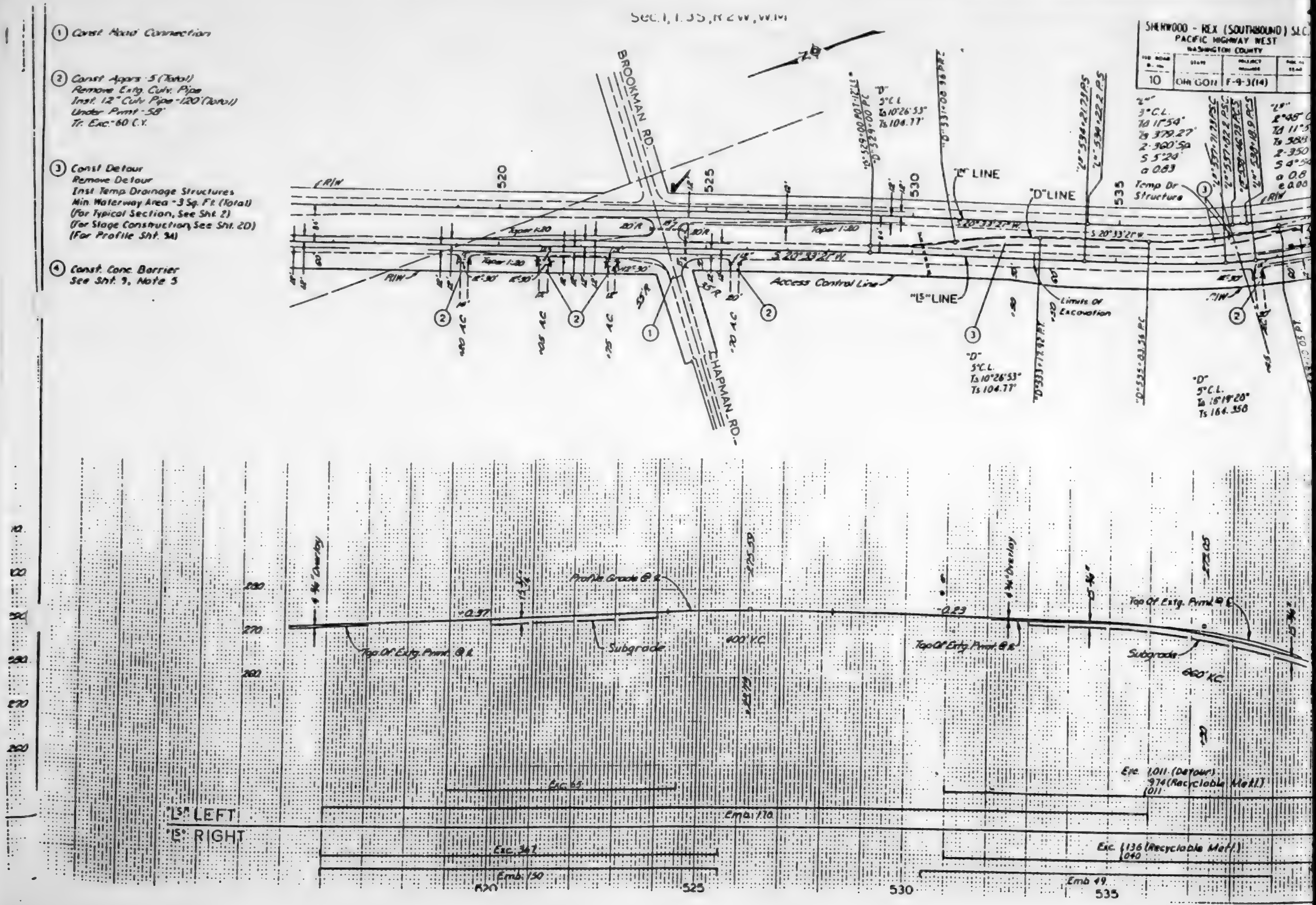
10	OREGON	F-9-3(14)	

① Const. Road Connection

② Const. Apprs. 5 (Total)
Remove Extg. Culv. Pipe
Inst. 12" Culv. Pipe - 120' (Total)
Under Pvmt. - 58'
Tr. Exc. - 60 C.Y.

③ Const. Detour
Remove Detour
Inst. Temp. Drainage Structures
Min. Waterway Area - 3 Sq. Ft. (Total)
(For Typical Section, See Sht. 2)
(For Stage Construction, See Sht. 20)
(For Profile Sht. 34)

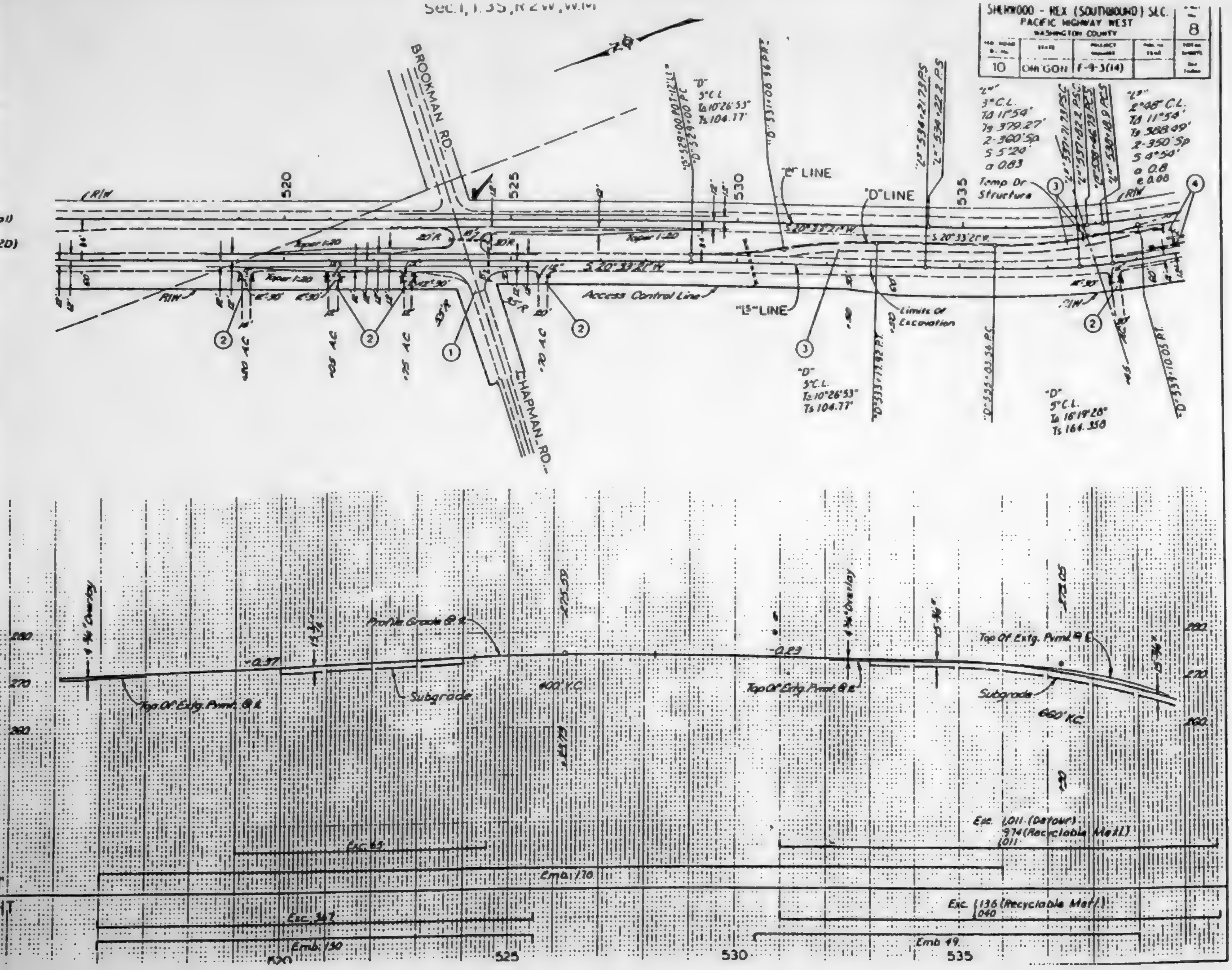
④ Const. Conc. Barrier
See Sht. 9, Note 5



Sec. 1, T.3S, R.2W, W.M.
BROOKMAN RD.
CHAPMAN RD.
520
525
530
535
R/W
Taper 1:20
20'R
35'R
S 20°33'27" W
Access Control Line
"L5" LINE
"L" LINE
"D" LINE
Limits Of Excavation
Temp. Dr. Structure
.80 AC
.05 AC
.25 AC
.70 AC
"D" 5° C.L. Ts 10°26'53" Ts 104.77'
"L5" 529+00 POT - 12' Lt.
"D" 529+00 PC
"D" 531+00 96 P.T.
"D" 533+12.92 P.T.
"D" 535+83.56 PC
"L" 534+21.73 PS
"L" 534+22.2 PS
"L" 3° C.L. Td 11°54' Ts 379.27' 2-360' Sp. S 5°20' a 0.83
"D" 5° C.L. Td 15°19'20" Ts 164.350
"L" 537+71.73 PSC
"L" 537+82.2 PSC
"L" 538+46.73 PCS
"L" 538+18.9 PCS
4 ¾" Overlay
-0.37
13 ¾"
Profile Grade @ ℄
275.59
Top Of Extg. Pvmt. @ ℄
Subgrade
400' V.C.
-0.23
272.05
660' V.C.
"L5" LEFT
"L5" RIGHT
Exc. 65
Emb. 110
Exc. 367
Emb. 150
Exc. 1,011 (Detour) 974 (Recyclable Mat'l.) 1,011
Exc. 1,136 (Recyclable Mat'l.) 1,040
Emb. 49
290
280
270
260

SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

10	OREGON	F-9-3(14)		8


Sec. 1, T. 3 S., R. 2 W., W.M.
BROOKMAN RD.
CHAPMAN RD.
520
525
530
535
R/W
Taper 1:20
20'R
30'R
35'R
Access Control Line
"L" LINE
"LS" LINE
"D" LINE
S 20°33'21" W
Limits Of Excavation
Temp Dr. Structure
.40 AC
.05 AC
.15 AC
.20 AC
"LS" 529+00 POT 12'Lt
"D" 529+00 PC
"D"
3° C.L.
Δ 10°26'53"
Ts 104.77'
"D" 531+08.96 PRC
"D" 533+17.92 PT
"L" 534+21.73 PS
"L" 534+22.2 PS
"D" 535+03.56 PC
"D"
5° C.L.
Δ 16°19'28"
Ts 164.350
"D" 539+10.05 PT
"L"
3° C.L.
Δ 11°54'
Ts 379.27'
2-360' Sp
S 5°20'
a 0.83
"L"
2°05' C.L.
Δ 11°54'
Ts 388.09'
2-350' Sp
S 4°50'
a 0.8
e 0.08
1
2
3
4
280
270
260
1 3/4" Overlay
13 3/4"
Profile Grade @ ℄
Top Of Extg. Pvmt. @ ℄
Subgrade
-0.37
-0.23
400' V.C.
660' V.C.
275.59
272.79
272.05
15 3/4"
Exc. 65
Exc. 347
Emb. 170
Emb. 130
Emb. 49
Exc. 1,011 (Detour)
974 (Recyclable Mat'l)
1,011
Exc. 136 (Recyclable Mat'l)
1,040
LEFT
RIGHT

SHERWOOD - REX (SOUTHBOUND) S
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

10	OREGON	F-9-3(14)	

Sec.1, T.3S, R.2W, W.M.

① Const Cul-de-sac

② Const Guardrail - 625'(Type 2A)
Flare Rate 15 1, W = 81', E = 0
Const Anchors - 2(Type 1)(Total)
Inst End Pieces - 1(Type "C")
-1(Type "B")

③ Const Apprs - 3(Total)
Remove Culv Pipes
Inst 12" Culv Pipes - 60'(Total)
Under Pvmt - 24'(Total)
Tr Exc - 42 C.Y.

④ Inst Single Mailbox Support - 1

⑤ Const Conc. Barrier - 625' (Total)
Remove Guardrail
Const. Earth Mounds
(Earthwork Incl. In Main Rdwy. Distr.)
(See Drg. Nos. 2127, 2133, 2134 & 2135)
(See Sht. Nos. 28 & 28-2)

⑥ Sta 541+10, Rt.
Const. Manhole
Const. Type "G-2" Inlet
Const. Type "D" Inlet
Remove Sew. Pipe
Inst 12" Sew. Pipe - 150'(Total)
Connect Extg. Pipe To Manhole
Under Pvmt. - 16'
Tr. Exc. - 41 C.Y.

⑦ Sta 541+30, Lt.
Const Manhole
Connect To Extg Pipe
Const Type "G-2" Inlet
Const Type "M-E" Inlet
Remove Conc. Pipe
Inst 24" Conc Pipe - 70'
Inst 12" Sew Pipe - 210'(Total)
Tr. Exc. - 133 C.Y.

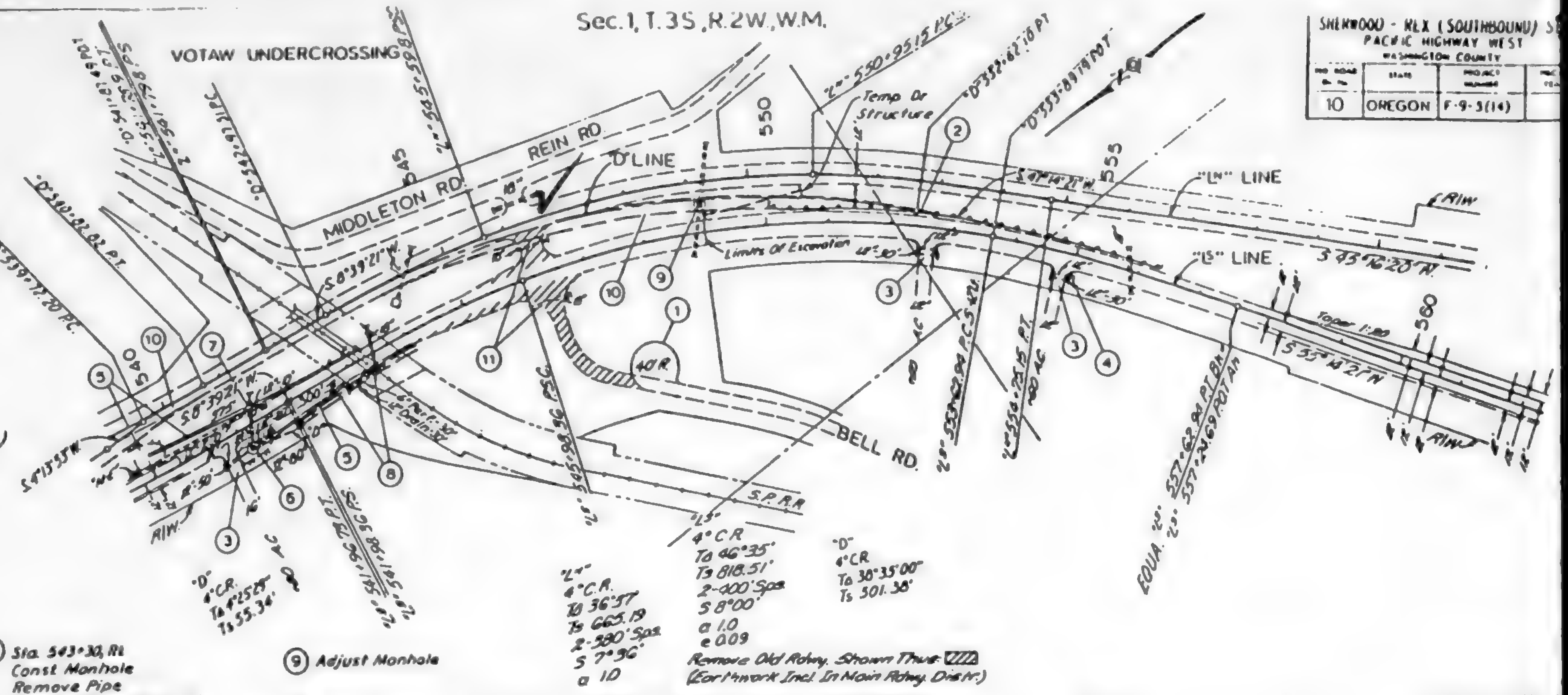
⑧ Sta. 543+30, Rt.
Const Manhole
Remove Pipe
Inst. 18" Conc. Pipe - 70'
Inst. 12" Slotted Drain Pipe - 30'
Inst. 6" Perf. Drain Pipe - 30'
Const Asph. Lined Ditch - 210'
Gravel Drain Mat'l.
Tr. Exc. - 13 C.Y.
(For Details, See Sht. 28 & 28-2)

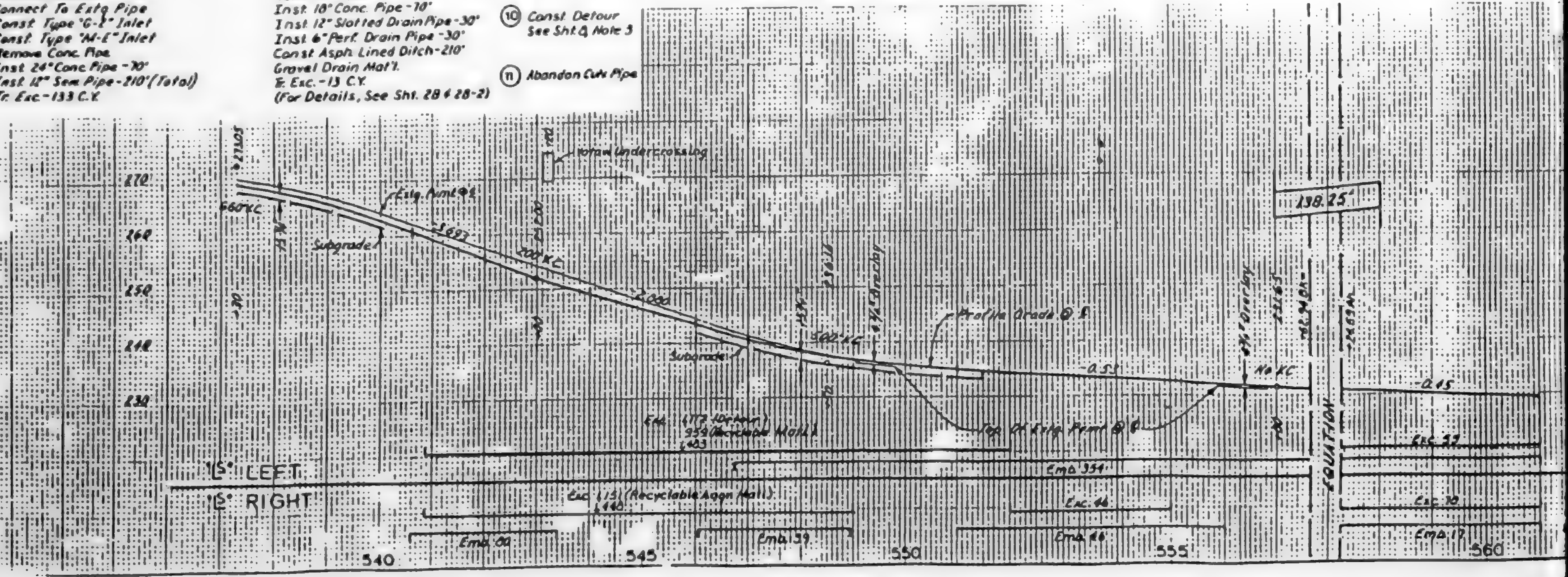
⑨ Adjust Manhole

⑩ Const. Detour
See Sht. Q Note 3

⑪ Abandon Culv Pipe

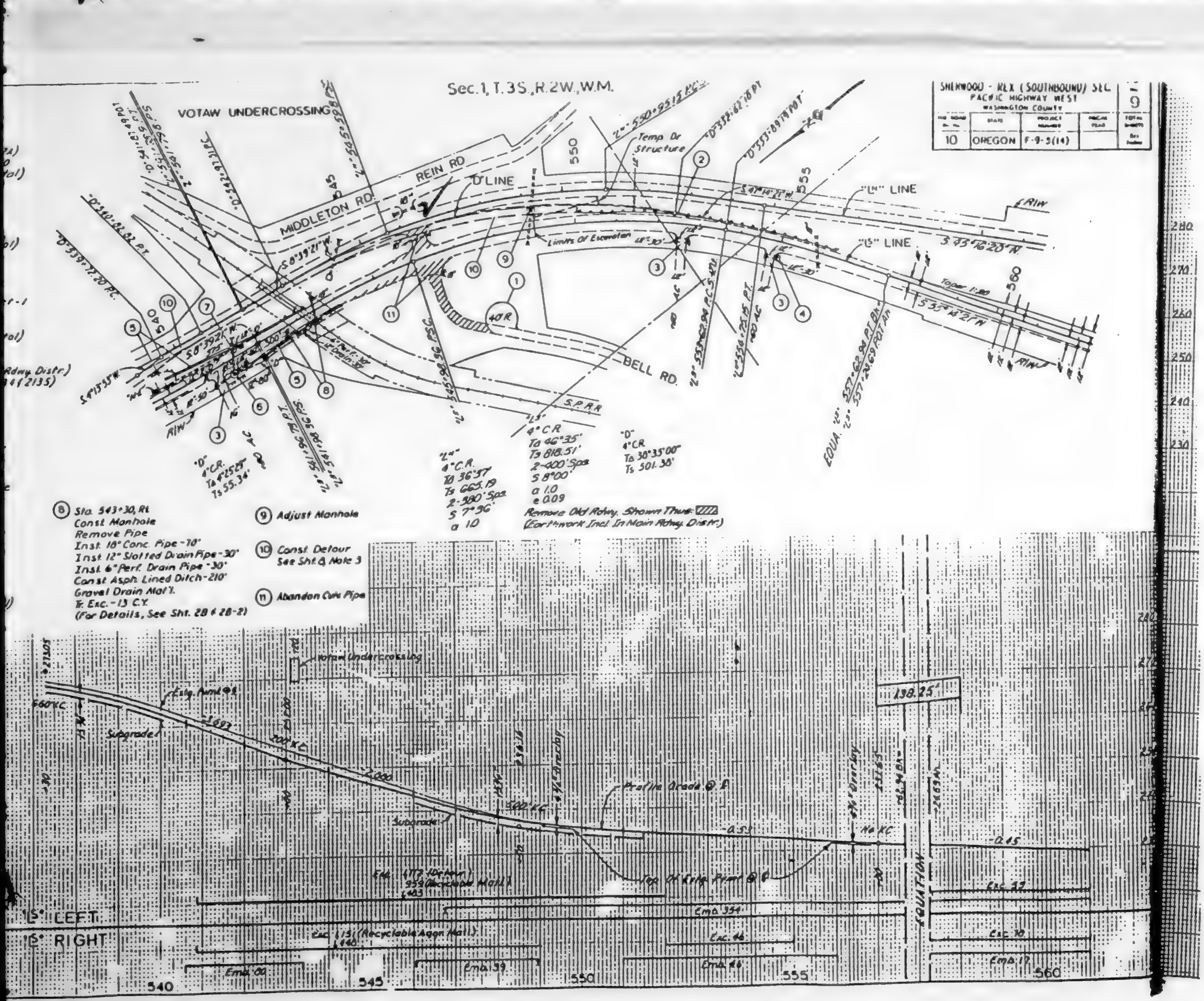
Remove Old Rdwy. Shown Thus: ▨
(Earthwork Incl. In Main Rdwy. Distr.)

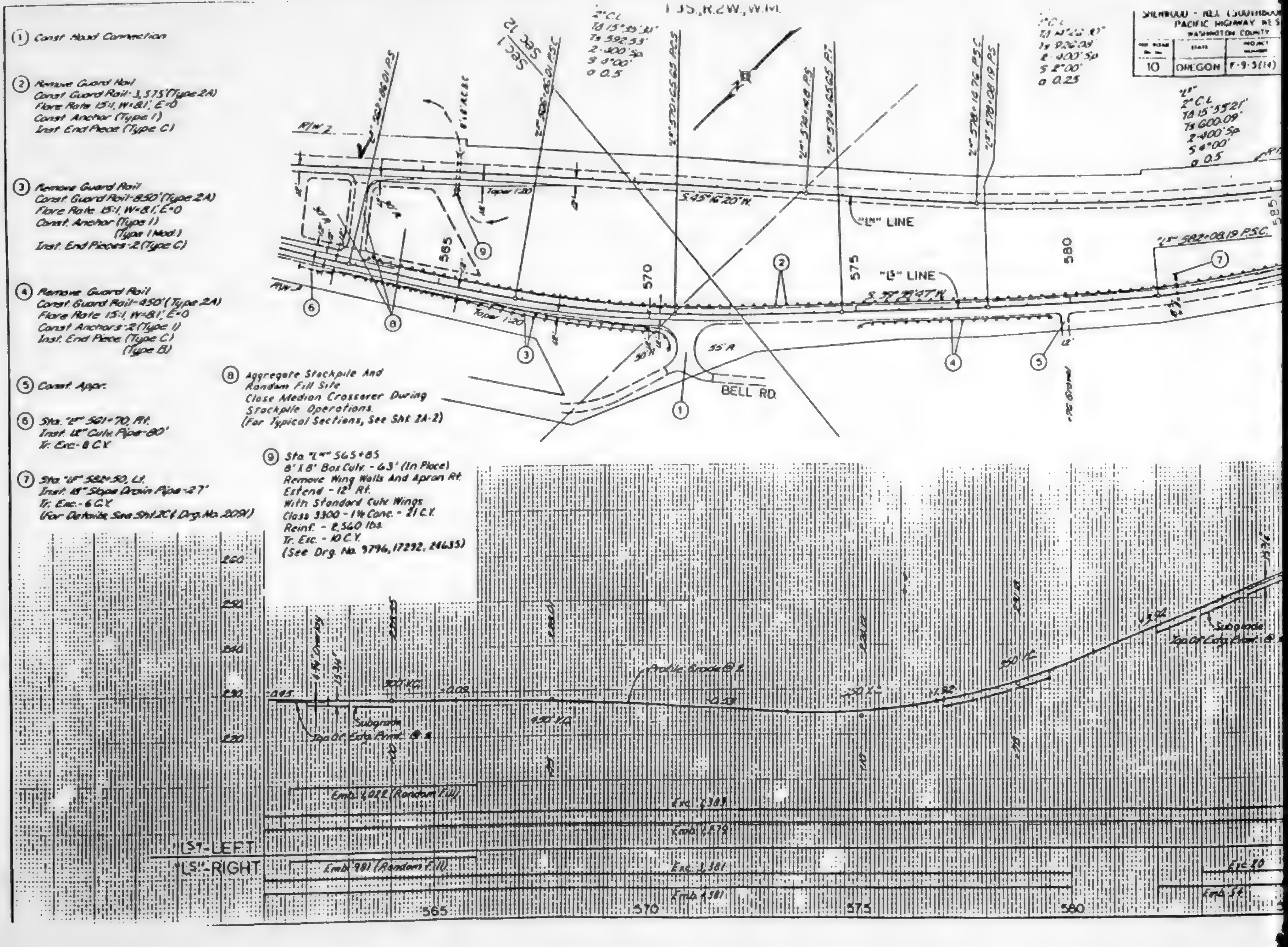

VOTAW UNDERCROSSING
MIDDLETON RD.
REIN RD.
"D" LINE
BELL RD.
S.P.R.R.
"LN" LINE
"LS" LINE
Limits Of Excavation
Temp. Dr. Structure
R/W
40'R.
540
545
550
555
560
Taper 1:80
"D"
4°C.R.
Ta 4°25'25"
Ts 55.34'
"LN"
4°C.R.
Ta 36°57'
Ts 665.19
2-380' Sps.
S 7°36'
a 1.0
"LS"
4°C.R.
Ta 46°35'
Ts 818.51'
2-400' Sps.
S 8°00'
a 1.0
e 0.09
"D"
4°C.R.
Ta 30°35'00"
Ts 501.38'
EQUA. "LS" 557+62.94 P.T. Bk.
"LS" 557+24.69 P.O.T. Ah.



SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

10	OREGON	F-9-5(14)		9


Sec. 1, T. 3S., R. 2W., W.M.
VOTAW UNDERCROSSING
MIDDLETON RD.
REIN RD.
"D" LINE
"LN" LINE
"LS" LINE
BELL RD.
S.P.R.R.
Limits Of Excavation
Temp. Dr. Structure
R/W
40'R.
540
545
550
555
560
Taper 1:80
S 8°39'21" W
S 41°14'21" W
S 33°16'20" W
S 33°12'21" W
S 41°13'55" W
"D" 541+87.49 P.O.T.
"D" 542+97.31 P.C.
"D" 540+02.02 P.T.
"D" 539+12.20 P.C.
"LN" 545+59.8 P.S.
"LN" 550+95.15 P.C.S.
"D" 553+02.10 P.T.
"D" 553+09.78 P.O.T.
"LS" 541+96.79 P.T.
"LS" 541+98.36 P.S.
"LS" 545+98.96 P.S.C.
"LS" 553+62.94 P.C.S.
"LS" 556+75.15 P.T.
EQUA. "LS" 557+62.94 P.T. Bk.
"LS" 557+24.69 P.O.T. Ah.
"D"
4° C.R.
Ta 4°25'58"
Ts 55.34'
"LN"
4° C.R.
Ta 36°57'
Ts 665.19
2-380' Sps
S 7°36'
a 1.0
"LS"
4° C.R.
Ta 46°35'
Ts 818.51'
2-400' Sps
S 8°00'
a 1.0
e 0.09
"D"
4° C.R.
Ta 30°35'00"
Ts 501.38'
Remove Old Rdwy. Shown Thus: ▨
(Earthwork Incl. In Main Rdwy. Distr.)
⑧ Sta. 543+30, Rt.
Const. Manhole
Remove Pipe
Inst. 18" Conc. Pipe - 70'
Inst. 12" Slotted Drain Pipe - 30'
Inst. 6" Perf. Drain Pipe - 30'
Const. Asph. Lined Ditch - 210'
Gravel Drain Mat'l.
Tr. Exc. - 13 C.Y.
(For Details, See Sht. 2B & 2B-2)
⑨ Adjust Manhole
⑩ Const. Detour
See Sht. 6 Note 3
⑪ Abandon Culv. Pipe
Votaw Undercrossing
Exist. Pvmt.
Subgrade
Profile Grade @ ℄
Top Of Exist. Pvmt. @ ℄
4½" Overlay
660' V.C.
200' V.C.
500' V.C.
400' V.C.
-1.697
-2.000
-0.53
-0.15
138.25'
EQUATION
62.94 Bk.
24.69 Ah.
Exc. 173 (Recyclable Aggr. Mat'l.)
Exc. 113 (Recyclable Aggr. Mat'l.)
Emb. 00
Emb. 39
Emb. 354
Exc. 46
Emb. 46
Exc. 37
Exc. 70
Emb. 17
15' LEFT
15' RIGHT
230
240
250
260
270
280


T 3S., R.2W., W.M.
Sec 1
Sec 12
R/W 2
R/W 2
"L" 562+86.01 P.S.
"L" 566+06.01 P.S.C.
"L" 570+65.65 P.C.S.
"L" 574+14.8 P.S.
"L" 578+65.65 P.T.
"L" 578+10.76 P.S.C.
"L" 578+08.19 P.S.
"L" 582+08.19 P.S.C.
2° C.L.
TA 15°55'31"
Ts 592.53'
2-400' Sp
S 4°00'
a 0.5
2° C.L.
TA 15°55'21"
Ts 600.09'
2-400' Sp
S 4°00'
a 0.5
1° C.L.
S 2°00'
a 0.25
8'×8' R.C.B.C.
Taper 1:20
Taper 1:20
S 45°16'20" W.
S 59°38'47" W.
"L" LINE
"L" LINE
565
570
575
580
585
BELL RD.
55' R
50' R
12'
+70 Gravel
260
250
240
230
220
1¼" Overlay
Subgrade
Top Of Estg. Pvmt. @ ℄
Profile Grade @ ℄
Subgrade
Top Of Estg. Pvmt. @ ℄
-0.45
-0.08
-0.53
+1.92
300' V.C.
450' V.C.
550' V.C.
Emb. 4,022 (Random Fill)
Exc. 2,387
Emb. 6,579
Emb. 981 (Random Fill)
Exc. 2,381
Emb. 4,381
Exc. 20
Emb. 54
"L" LEFT
"L" RIGHT

① Const. Road Connection

② Remove Guard Rail
Const. Guard Rail - 3,575' (Type 2A)
Flare Rate 15:1, W=8.1', E=0
Const. Anchor (Type 1)
Inst. End Piece (Type C)

③ Remove Guard Rail
Const. Guard Rail - 850' (Type 2A)
Flare Rate 15:1, W=8.1', E=0
Const. Anchor (Type 1)
(Type 1 Mod.)
Inst. End Pieces - 2 (Type C)

④ Remove Guard Rail
Const. Guard Rail - 450' (Type 2A)
Flare Rate 15:1, W=8.1', E=0
Const. Anchors - 2 (Type 1)
Inst. End Piece (Type C)
(Type B)

⑤ Const. Appr.

⑥ Sta. "L" 561+70, Rt.
Inst. 12" Culv. Pipe - 80'
Tr. Exc. - 8 C.Y.

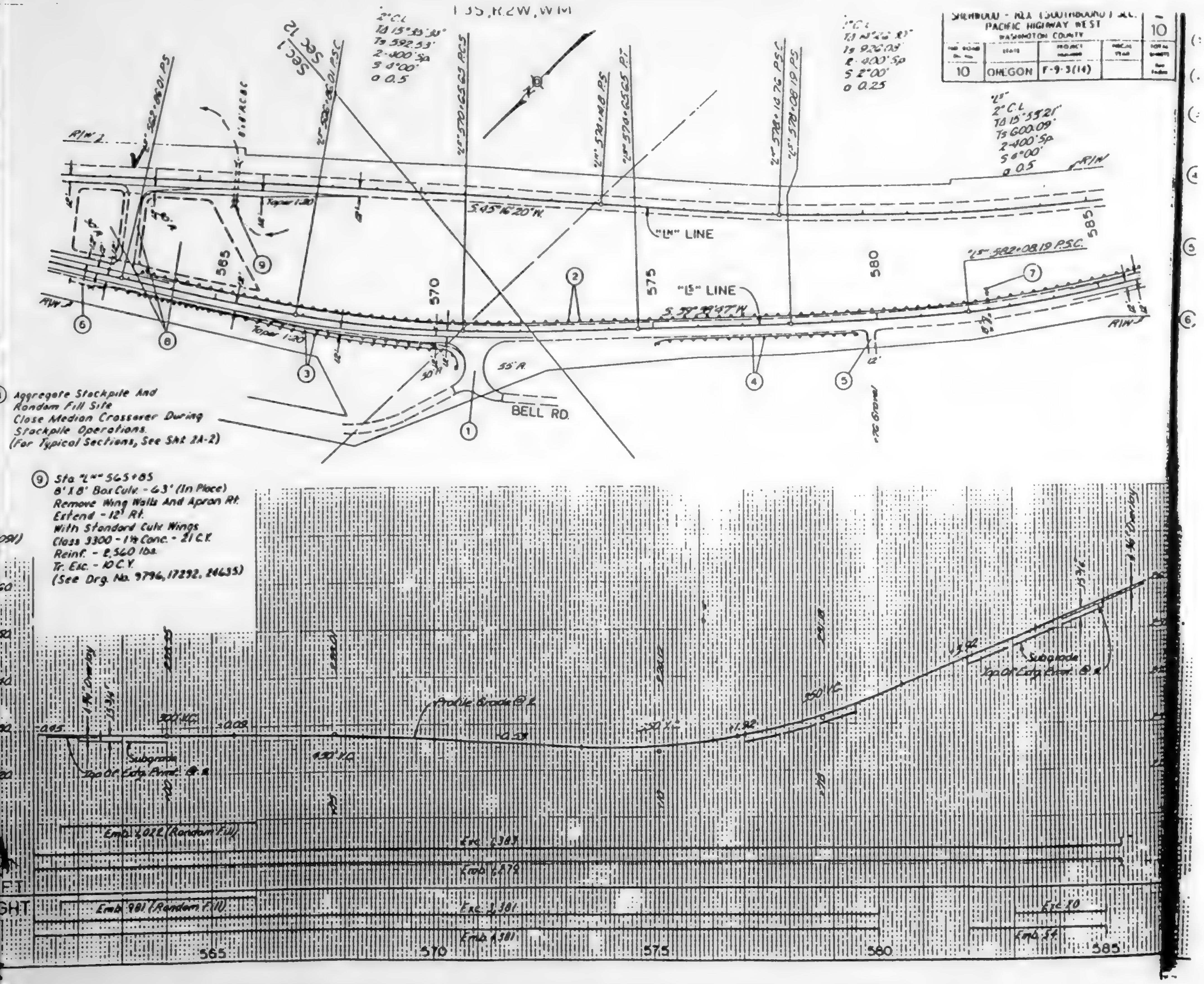
⑦ Sta. "L" 582+50, Lt.
Inst. 18" Slope Drain Pipe - 27'
Tr. Exc. - 6 C.Y.
(For Details, See Sht. 2C & Drg. No. 20911)

⑧ Aggregate Stockpile And
Random Fill Site
Close Median Crossover During
Stockpile Operations.
(For Typical Sections, See Sht. 2A-2)

⑨ Sta. "L" 565+85
8' X 8' Box Culv. - 63' (In Place)
Remove Wing Walls And Apron Rt.
Extend - 12' Rt.
With Standard Culv. Wings
Class 3300 - 1½ Conc. - 21 C.Y.
Reinf. - 2,560 lbs.
Tr. Exc. - 10 C.Y.
(See Drg. No. 9796, 17292, 24635)

SHERWOOD - RLX (SOUTHBOU
PACIFIC HIGHWAY WES
WASHINGTON COUNTY

10	OREGON	F-9-3(14)


SHERWOOD - RLX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY
10
10
OREGON
F-9-3(14)
T 3S, R 2W, W.M.
"L" 2° C.L
TΔ 15°35'30"
Ts 592.53'
2-400' Sp
S 4°00'
o 0.5
"L" 1° C.L
TΔ 10°26'23"
Ts 926.03'
2-400' Sp
S 2°00'
o 0.25
"L5" 2° C.L
TΔ 15°55'21"
Ts 600.09'
2-400' Sp
S 4°00'
o 0.5
"L" 562+86.01 P.S.
"L" 566+86.01 P.S.C.
"L" 570+65.63 P.C.S.
"L" 570+18.8 P.S.
"L" 570+65.65 P.T.
"L" 578+16.76 P.S.C.
"L5" 578+08.19 P.S.
"L5" 582+08.19 P.S.C.
Sec 1
Sec 12
R/W 2
R/W
R/W 3
S 45°16'20" W
"LN" LINE
"L5" LINE
S 37°47'47" W
Taper 1:20
565
570
575
580
585
55' R.
30' R.
BELL RD.
6'x6' RCBC
• 76 Gravel
1
2
3
4
5
6
7
8
9
Profile Grade @ L
Subgrade
Top Of Extg. Pvmt. @ L
1 3/4" Overlay
Emb. 2,022 (Random Fill)
Exc. 2,387
Emb. 2,678
Emb. 981 (Random Fill)
Exc. 2,381
Emb. 1,381
Exc. 20
Emb. 54
565
570
575
580
585

⑧ Aggregate Stockpile And
Random Fill Site
Close Median Crossover During
Stockpile Operations.
(For Typical Sections, See Sht 2A-2)

⑨ Sta "L" 565+85
8' X 8' Box Culv. - 63' (In Place)
Remove Wing Walls And Apron Rt.
Extend - 12' Rt.
With Standard Culv. Wings
Class 3300 - 1½ Conc. - 21 C.Y.
Reinf. - 2,560 lbs.
Tr. Exc. - 10 C.Y.
(See Drg. No. 9796, 17292, 24635)

[illegible] (SOUTHBOUND)
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT
10	OREGON	F-9-3(14)

① Abandon Extg. Culv. Pipe

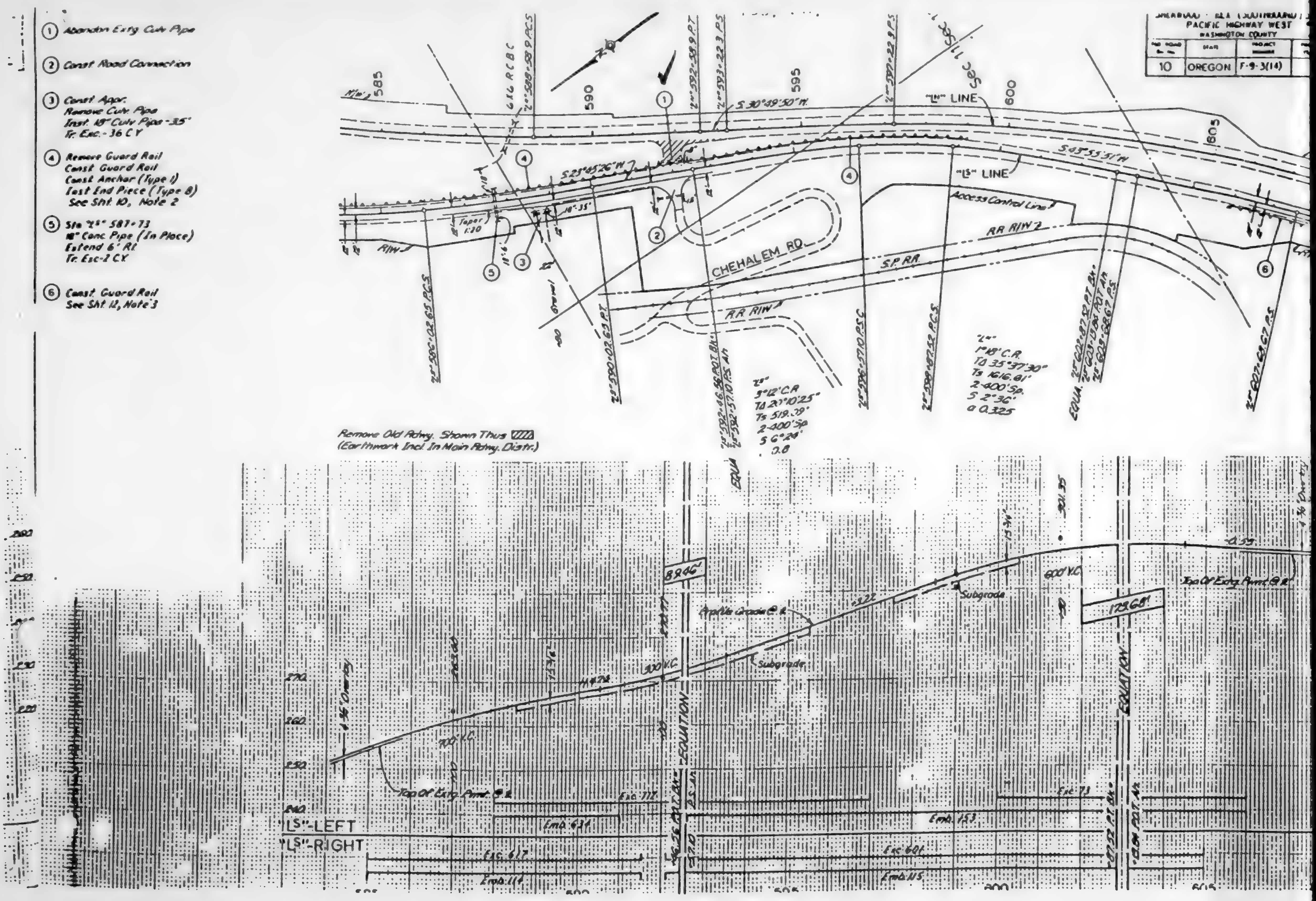
② Const. Road Connection

③ Const. Appr.
Remove Culv. Pipe
Inst. 18" Culv. Pipe - 35'
Tr. Exc. - 36 C.Y.

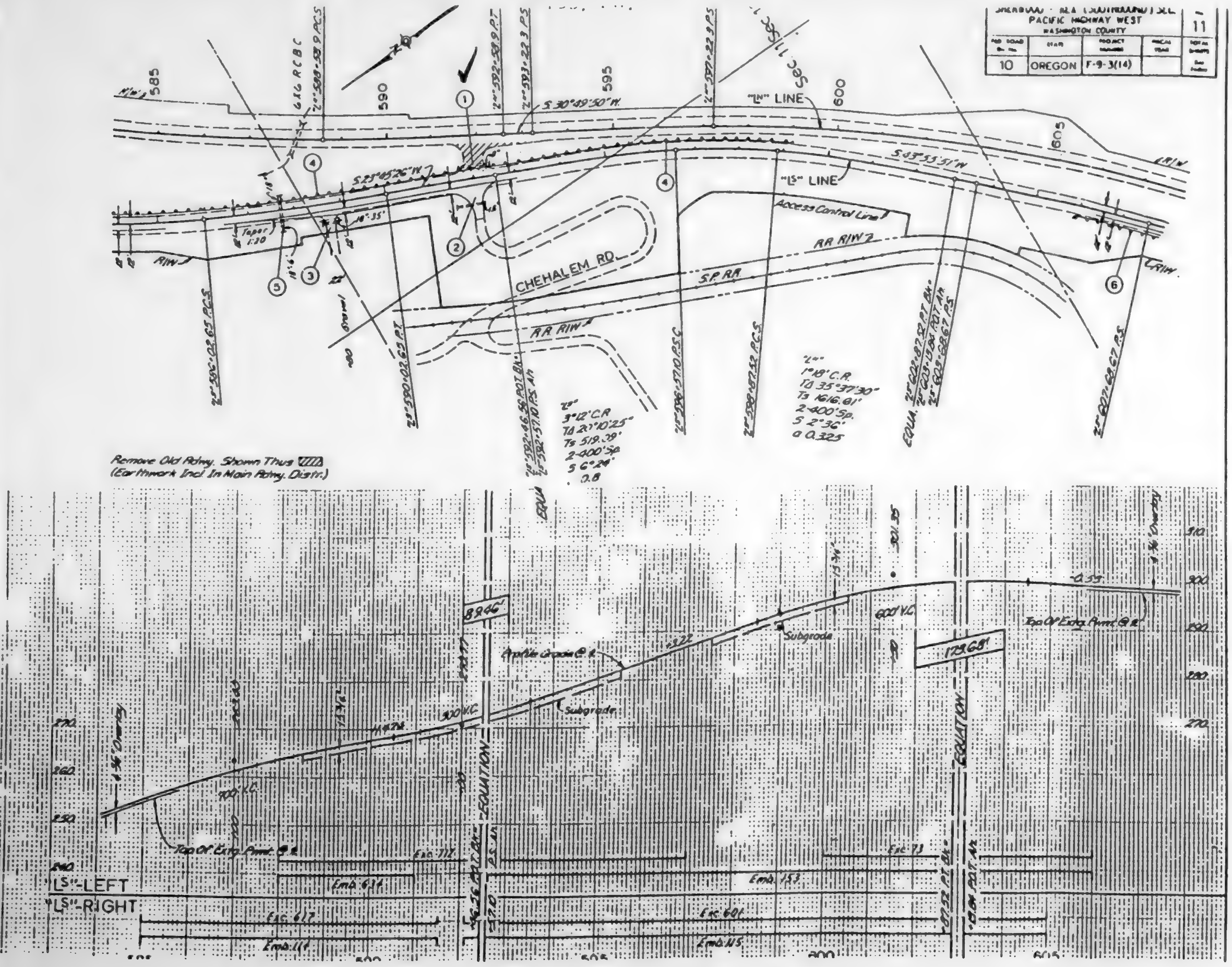
④ Remove Guard Rail
Const. Guard Rail
Const. Anchor (Type 1)
Test End Piece (Type B)
See Sht. 10, Note 2

⑤ Sta "LS" 587+73
18" Conc. Pipe (In Place)
Extend 6' Rt.
Tr. Exc. - 2 C.Y.

⑥ Const. Guard Rail
See Sht. 12, Note 3



585
590
595
600
605
R/W
6x6 R.C.B.C.
"L" 586+02.65 P.C.S.
"L" 588+58.9 P.C.S.
"L" 590+02.63 P.T.
"L" 592+58.9 P.T.
"L" 593+22.3 P.S.
"L" 596+57.10 P.S.C.
"L" 597+22.3 P.S.
"L" 598+87.52 P.C.S.
"L" 607+68.67 P.S.
EQUA. "LS" 592+46.56 P.O.T. Bk. "LS" 592+57.10 P.S. Ah.
EQUA. "LS" 602+87.52 P.T. Bk. "LS" 603+13.84 P.O.T. Ah. "LS" 603+68.67 P.S.
S 30°39'50" W.
S 23°45'26" W.
S 43°55'51" W.
"LN" LINE
"LS" LINE
Sec. 11 Sec. 12
Taper 1:20
11'-6"
16'-35'
Gravel
CHEHALEM RD.
R.R. R/W
S.P. R.R.
Access Control Line
"LS"
3°12' C.R.
TΔ 21°10'25"
Ts 519.39'
2-400' Sp.
S 6°24'
a 0.8
"L"
1°18' C.R.
TΔ 35°37'30"
Ts 1616.81'
2-400' Sp.
S 2°36'
a 0.325
Remove Old Rdwy. Shown Thus ▨
(Earthwork Incl. In Main Rdwy. Distr.)
1 3/4" Overlay
Top Of Extg. Pvmt. @ ℄
700' V.C.
263.00
+3.34%
+4.74%
300' V.C.
272.77
88.46'
Profile Grade @ ℄
Subgrade
+2.22
+3.74%
600' V.C.
301.35
175.68'
-0.55
EQUATION
46.56 P.O.T. Bk.
57.10 P.S. Ah.
87.52 P.T. Bk.
13.84 P.O.T. Ah.
240
250
260
270
280
290
"LS"-LEFT
"LS"-RIGHT
Exc. 617
Emb. 114
Exc. 717
Emb. 631
Exc. 601
Emb. 115
Emb. 153
Exc. 73


PACIFIC HIGHWAY WEST
WASHINGTON COUNTY
10
OREGON
F-9-3(14)
11
585
590
595
600
605
6X6 RCBC
"L" 588+58.9 P.C.S.
"L" 592+58.9 P.T.
"L" 593+22.3 P.S.
"L" 597+22.3 P.S.
S 30°39'50" W.
S 23°45'26" W.
S 43°55'51" W.
"Ln" LINE
"Ls" LINE
Sec. 11
Access Control Line
RR R/W
S.P. RR.
CHEHALEM RD.
R/W
Taper 1:20
18'35'
Gravel
"Ls" 586+02.65 P.C.S.
"Ls" 590+02.65 P.T.
EQUA. "Ls" 592+46.56 P.O.T. Bk. "Ls" 592+57.10 P.S. Ah.
"Ls" 596+57.10 P.S.C.
"Ls" 598+87.52 P.C.S.
EQUA. "Ls" 602+87.52 P.T. Bk. "Ls" 603+13.84 P.O.T. Ah. "Ls" 603+68.67 P.S.
"Ls" 607+68.67 P.S.
"Ls"
3°12' C.R.
T∆ 27°10'25"
Ts 519.39'
2-400' Sp.
S 6°24'
a 0.8
"L"
1°18' C.R.
T∆ 35°37'30"
Ts 1616.81'
2-400' Sp.
S 2°36'
a 0.325
Remove Old Pvmy. Shown Thus ▨
(Earthwork Incl. In Main Pvmy. Distr.)
1
2
3
4
5
6
1 3/4" Overlay
Top Of Extg. Pvmt. @ ℄
Profile Grade @ ℄
Subgrade
400' V.C.
500' V.C.
600' V.C.
263.03
272.77
301.35
+1.424
+3.22
-0.55
89.46'
125.68'
EQUATION
46.56 P.O.T. Bk.
57.10 P.S. Ah.
87.52 P.T. Bk.
13.84 P.O.T. Ah.
"Ls"-LEFT
"Ls"-RIGHT
Exc. 717
Emb. 634
Exc. 617
Emb. 114
Exc. 73
Emb. 153
Exc. 601
Emb. 115
240
250
260
270
280
290
300
310

SHERWOOD - REX (SOUTHBOU
PACIFIC HIGHWAY WES
WASHINGTON COUNTY

10	OREGON	F-9-3(1-1

① Const Cul-De-Sac

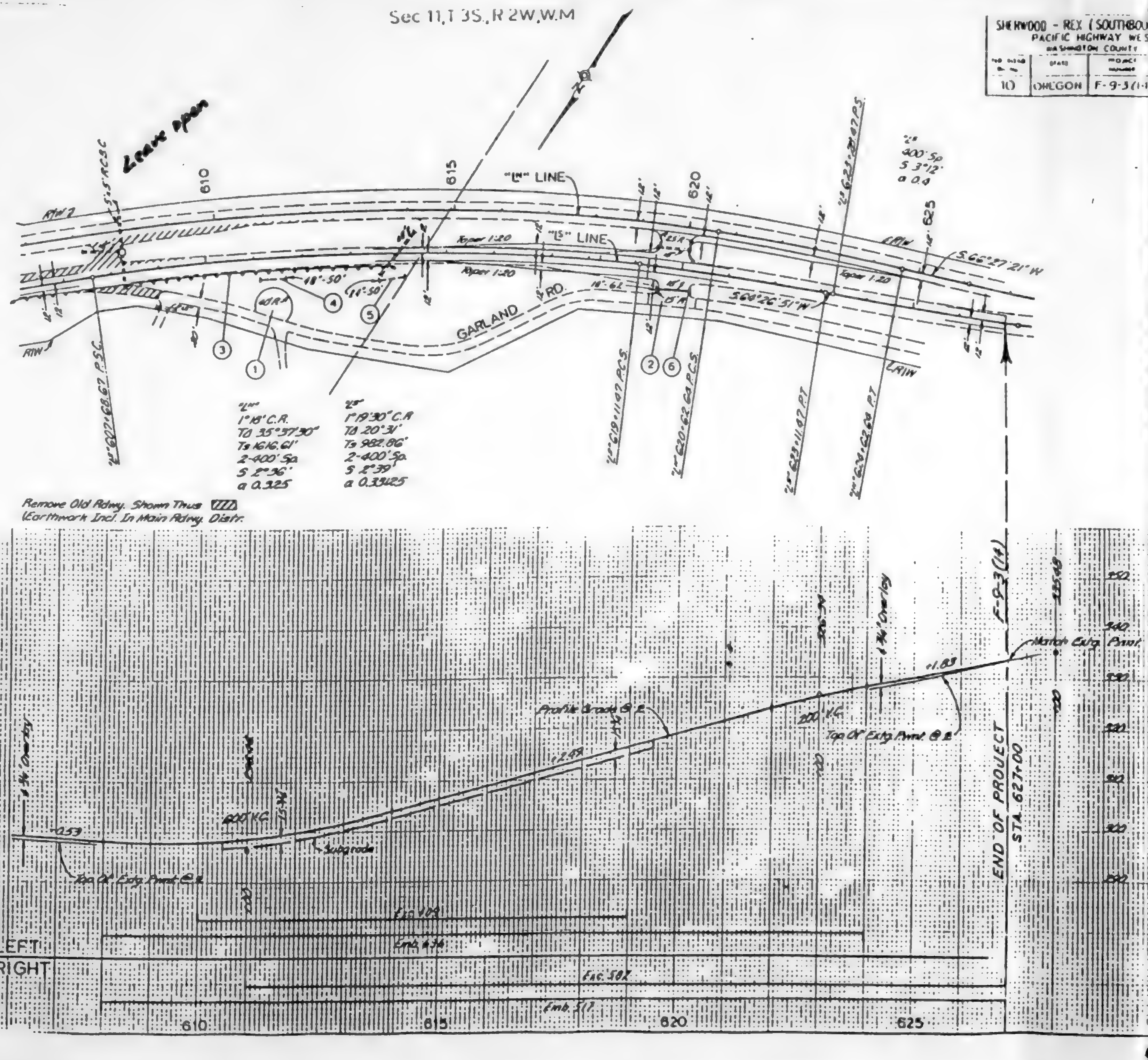
② Const Road Connection

③ Const Guard Rail-800'(Type 2A)
Flare Rate 15:1, W=8.1', E=0
Const Anchors-2 (Type 1)(Total)
Inst End Piece (Type C)
(Type B)

④ Sta "LS" 611+25, Rt.
Inst. 48" Culv Pipe-50'
Tr. Exc.-33 C.Y.

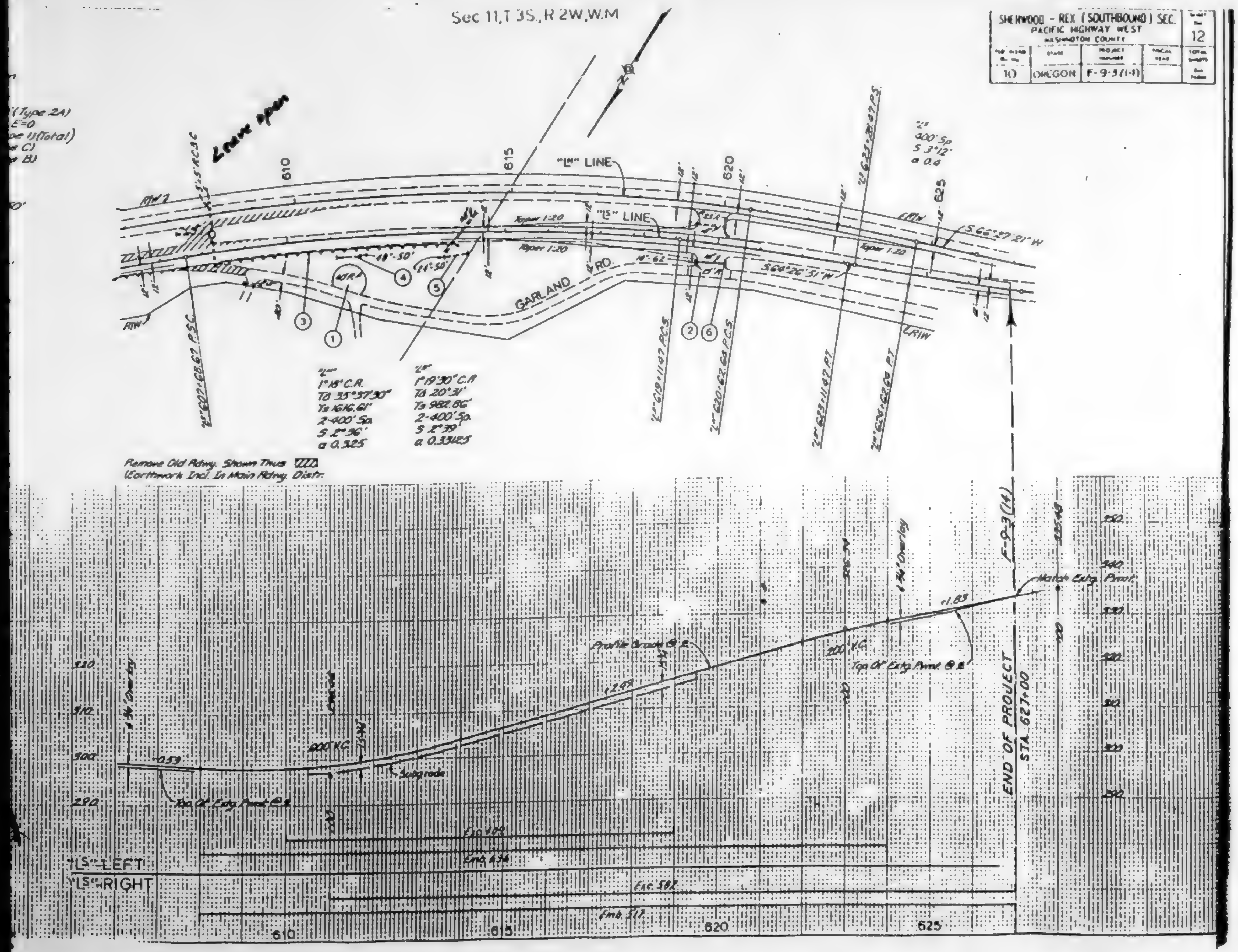
⑤ Sta "LS" 613+75, Rt.
Inst. 24" Culv Pipe-50'
Tr. Exc-13 CY

⑥ Sta "LS" 619+62, Rt
Remove Extg Pipe
Inst 18" Culv Pipe-62'
Under Pvmt-40'
Tr Exc-50 CY


Sec 11, T 3S., R 2W, W.M
N
Leave open
610
615
620
625
"LN" LINE
"LS" LINE
GARLAND RD.
R/W
R/W
L R/W
"L" 607+68.67 P.S.C.
S.S. R.C.S.C
18"-50"
24"-50"
40'R
Taper 1:20
Taper 1:20
Taper 1:20
18"-62
"LS" 619+11.47 P.C.S.
"LN" 620+62.64 P.C.S.
"LS" 623+11.47 P.T
"LN" 624+62.64 P.T
"LS" 623+28.47 P.S.
S 68°26'51" W
S 66°27'21" W
"L"
400' Sp
S 3°12'
a 0.4
"LN"
1°18' C.R.
TΔ 35°37'30"
Ts 1616.61'
2-400' Sp.
S 2°36'
a 0.325
"LS"
1°19'30" C.R.
TΔ 20°31'
Ts 982.86'
2-400' Sp.
S 2°39'
a 0.33125
Remove Old Rdwy. Shown Thus ▨
(Earthwork Incl. In Main Rdwy. Distr.
290
300
310
320
330
340
350
1¾" Overlay
-0.53
Top Of Extg Pvmt @ ℄
800' V.C.
Subgrade
+2.49
Profile Grade @ ℄
200' V.C.
Top Of Extg Pvmt @ ℄
+1.83
1¾" Overlay
Match Extg Pvmt
END OF PROJECT
STA. 627+00
F-9-3(14)
"LS"-LEFT
"LS"-RIGHT
Exc. 109
Emb. 436
Exc. 582
Emb. 517

SHERWOOD - REX (SOUTHBOUND) SEC.
PACIFIC HIGHWAY WEST
WASHINGTON COUNTY

[illegible]	[illegible]	[illegible]	[illegible]	12
10	OREGON	F-9-3(1-1)		[illegible]


Sec 11, T 3S., R 2W, W.M
(Type 2A)
E=0
1)(Total)
C)
B)
Leave open
R/W 2
R/W
"L" 607+68.67 P.S.C.
5.5' R.C.S.C.
610
615
620
625
"Ln" LINE
"LS" LINE
Taper 1:20
GARLAND RD.
18'-50'
28'-50'
40' R
1
2
3
4
5
6
"L" 619+11.47 P.C.S.
"L" 620+62.64 P.C.S.
"L" 623+11.47 P.T.
"L" 624+62.64 P.T.
"L" 623+20.47 P.S.
S 60°26'51" W
S 66°27'21" W
R/W
"L"
400' Sp.
S 3°12'
a 0.4
"Ln"
1°18' C.R.
TΔ 35°37'30"
Ts 1616.61'
2-400' Sp.
S 2°36'
a 0.325
"LS"
1°19'30" C.R.
TΔ 20°31'
Ts 982.86'
2-400' Sp.
S 2°39'
a 0.33125
Remove Old Rdwy. Shown Thus ▨
(Earthwork Incl. In Main Rdwy. Distr.
1 3/4" Overlay
-0.53
Top Of Extg. Pvmt. @ ℄
400' V.C.
Subgrade
+2.49
Profile Grade @ ℄
200' V.C.
Top Of Extg. Pvmt. @ ℄
+1.83
Match Extg. Pvmt.
F-9-3(14)
END OF PROJECT
STA. 627+00
"LS" LEFT
"LS" RIGHT
Exc. 409
Emb. 434
Exc. 587
Emb. 517
290
300
310
320
330
340
350

#1[illegible]

Cross Referenced To:
INT 5-2
Washington

August 7, 1985

TRA

Jim Rapp
City Manager
P. O. Box 167
Sherwood, OR 97140

After reviewing your letter and petitions, I asked the Highway Division staff to take another look at the need to close the median crossing just south of Six Corners.

This review has concluded that the median crossing can be left in place.

Thank you for bringing this matter to my attention.

Fred D. Miller
Director

bc E. S. Hunter
L. E. George
W. G. Anhorn

JOB:dc fn

P.O. Box 167
Sherwood, Oregon 97140
625-5522 625-5523

7/29
Delia call -
this will be
done sometime
this week.

July 11, 1985

Fred D. Miller
Director of Transportation
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: State Highway Project F-9-3(14), "Sherwood-Rex" Section,
Pacific Highway West

Dear Mr. Miller:

On July 10, 1985 the Sherwood City Council received a petition (attached) opposing State plans to close the two median crossings on State Highway 99W immediately west of the "Six Corners" intersection. The closures are part of your project F-9-3(14) and are shown on sheets 3 and 4 of the project plans.

Our understanding is that the median crossings are being removed as a safety measure. We appreciate that limiting turning and slowing movements may generally improve safety, however, in this particular case the closures may actually give rise to increased traffic hazards.

The signalized Six Corners crossing is the intersection of four roadways and 99W which come together in a radial pattern. The resulting traffic pattern at this intersection is extremely dangerous, even with the signals. The closure of the two uncontrolled crossings will bring further traffic into Six Corners, expecially for U-turns and doubling back. Presently the two crossings in question pick up traffic coming to and from businesses on 99W (service station, bar/restaurant, equipment sales, etc.) and reduce pressure on Six Corners. Our Police Chief indicates that Six Corners is actually the source of traffic congestion and accidents (including two recent fatalities) and that the uncontrolled crossings have not been the scene of any problems during his three years with the City. The closing will only worsen problems at Six Corners.

The Council strongly urges the State to reconsider its project plan. At the least, one of the two median crossings must be left open, that being the one closest to Six Corners (shown on sheet No. 3 of project plans.).

7-17-85
Bud George - L/D for Miller plans
ESH
Due 7/26.

Could you please refer our request and our citizen's petition to the proper authority within your agency. We recognize that it is unlikely that you have any personal knowledge of the area and project details in question, however, in recognition that work has already begun, a direct request to your office seems the most efficient means by which to get action on our citizen's concerns.

Sincerely,

Jim Rapp

Jim Rapp
City Manager

Attachment
cc: Mayor and Council

RECE ED
TAT. HWY NG.
JUL 16 '85
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File
X

RECEIVED
DOT DIRECTOR
JUL 15 '85
REFER TO
coulter
FOR
Info Inves R/D D/R Sign Act File
X

for Miller

Circulated from July 6 to ________, 1985.

PETITION TO CEASE CLOSURE OF FIRST MEDIAN CROSSING SOUTHWEST OF SHERWOOD JUNCTION ON SOUTHWEST PACIFIC HIGHWAY, SHERWOOD OREGON. We the undersigned state that the planned closure of this median crossing would increase congestion at the Sherwood Junction (Six Corners) light system, and that a clear threat to the public health and safety would exist by such a closure, and therefore that all work to close this crossing should cease immediately.

1. Roy Zettlemoyer 21305 SW Pacific Hwy Sherwood
2. Marty Clough 21305 SW. Pacific Hwy #5 Sherwood, Ore
3. Freddie T. Mann 21305 SW. Pacific Hwy #6 Sherwood Oregon
4. Dorothy A. Mann 21305 SW Pac Hwy #6 Sherwood
5. Muffy Wedmore 21305 SW Pacific Hwy Sherwood Oregon
6. Viola Kelly 21305 SW Pacific Hy. Sherwood Ore
7. Laurie L Burchett 808 GLN. Valley Dr. Newberg ORE
8. Val Geiser 21305 S.W. Pacific Hwy Sherwood Ore
9. Eliz Grimm 21305 S. W. Pacific " "
10. Thelma Hess 21305 SW. Pacific Sherwood Ore
11. Lee E Judd 21305 S.W. Pacific Hwy #17 Sherwood Ore
12. Rovanna L Judd 21305 SW pacific Hwy #17 Sherwood, Or
13. Sandi L Buhr 21305 SW Pacific Hwy #33 Sherwood
14. Jodie A Kindle 6 CORNERS motel Sherwood OR.
15. Ardyce Haggard 21305 SW pacific Hwy #12 Sherwood, Or
16. Polly Lewis 21305 SW Pacific Hwy #10 Sherwood Or
17. Irene Alexander 21305 Pacific Hwy #10 Sherwood
18. Wendy Christianson 21305 Pacific Hwy #18 Sherwood
19. Rachel M. Harrigan 21305 SW. pacific Hwy. ~~50~~ #19 Sherwood,
Randy J. Harrigan 21305 S.W. PACIFIC HWY. #19 SHERWOOD
20. Ines Adkins 21305 SW Pacific Hwy Sherwood SP. 21

June 10, 1985

Baker Rock Crushing Company
21880 SW Farmington Road
Beaverton, OR 97007

CON 5

#10,051

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,051 for work on the Sherwood-Rex (Southbound) Section of Pacific Highway West in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Insurance Company of North America
14711 N. E. 29th Place
Bellevue, WA 98007

Emery and Karrigan, Inc.
123 N. E. Third, #465
Portland, OR 97232

bc:
C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson

BAKER ROCK

BAKER ROCK CRUSHING COMPANY

AN EQUAL OPPORTUNITY EMPLOYER

Beaverton Plant — (503) 642-2531

21880 SW Farmington Road
Beaverton, Oregon 97007

May 13, 1985

Robert Gormsen
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Subject: Minority Business Enterprises (MBE) Participation

Project: Sherwood/Rex(Southbound) section of the Pacific Highway

Dear Mr. Gormsen:

The following DBE Subcontractor will be used on this project:

Arrow Brothers Corporation
9450 S.W. Commerce Circle
Wilsonville, Oregon 97070

Bid Items: 5,6, 12, 43, 44, 45, 46, 47, 50, 52, 53,
Estimated Amount: $102,236.00.

The following WBE Subcontractors will be used on this project:

Gaynetco
10416 N.E. Mark
Portland, Oregon 97220

Bid Items: 59,60,61,62,63,64.
Estimated Amount: $16,109.00

Aichelle Landscaping
11360 S.E. Stevens Road
Portland, Oregon 97266

Bid Items: 58.
Estimated Amount: $6,300.00.

Sincerely,

BAKER ROCK CRUSHING CO.

Gary T. Baker

Gary T. Baker
President

GTB:js

Certified Mail

RECEIVED
MAY 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

10,0 51

Con 21-4,
Pacific

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 21, 1985
IN REPLY REFER TO
HFO.2-OR

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-9-3(11)
Sherwood-Rex (Southbound)
Pacific Highway West
Design Exceptions
Washington County

We have reviewed Mr. Kuehn's May 6, 1985 letter (and attachments) concerning design exceptions on the subject project.

As Mr. Keuhn states, the purpose of this 4.2 mile project is to extend the service life of the southbound lanes of this divided highway by restoring the pavement section and surface skid resistance with a 4 3/4" Class "B" asphaltic concrete overlay.

The typical section is two 12 foot travel lanes with a 6 foot left (median) shoulder and a 10 foot right shoulder. The present ADT is 17,900 and the design speed is 55 M.P.H. A traffic evaluation of this section shows an accident rate of 0.87 which is well below the statewide average of 1.12.

Existing guardrail installations will be removed and new guardrail will be installed to current standards with the exception that "E" distance will be zero. Extensive fill widening would be required to provide the additional 2 feet and the benefit is not that significant considering the fact that the right shoulder is 10 feet wide. Concrete shoulder barrier will be installed at the Votaw Railroad U'xing M.P. 17.83 on the left and right shoulders for column and abutment protection.

There are 15 median crossovers in this section. Eight of these crossovers will be removed. Deceleration lanes will be constructed/lengthened for the remaining seven, for both the southbound and northbound roadways.

NOTED
E. S. [illegible]

5-24-85
cc Kuehn
ESH

cy sent 5-24-85
RW.

(Continued)

Alignment analysis indicates that all horizontal curves and super elevation rates conform to 1984 AASHTO standards. Of eight crest vertical curves, seven are shorter than the recommended desirable length but only three are shorter than the recommended minimum length. Of six sag vertical curves, all but one is greater than the recommended desirable length, with the one being less than the recommended minimum length. The vertical alignment of this section was in full conformance with the previous (1965-AASHTO) standards. No operational/safety problems relating to vertical alignment have been identified.

We concur in an exception to the minimum standard "E" guardrail offset distance due to the 10 foot shoulder width and extensive fill widening that would be required. We also concur in an exception to the minimum vertical alignment design standard for the following reasons:

1. The existing accident rate is below the statewide average for this type of road.
2. The reduction in the number of median crossovers which will occur with this project.
3. The construction/lengthening of deceleration lanes for the remaining crossovers.
4. The existence of a 10 foot right hand shoulder.
5. The type/purpose of this project and the cost of attaining full standards.
6. A determination that the relative safety of this roadway would not be degraded as a result of such an exception.

Sincerely yours,

Christianson

for Dale E. Wilken
Division Administrator

10,051

Con 21-4
Pac W

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Hwy. Engineer

DATE: May 17, 1985

FROM: J. W. Dixon
Property Supervisor

SUBJECT: File 18722
Tigard-Tualatin River Section
Pacific Highway West
Washington County

The original and one copy of an "Information for Grant or Indenture of Access" form are attached for your approval. Information on this form is based upon a request from the present owners of the property.

This property is located in Washington County. Access control was purchased in 1952.

The present owners have requested this grant to consolidate accesses for better traffic circulation.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

NOTED
E. S. HUNTER
E.S. HUNTER

RECEIVED
.TATE HWY ENG

MAY 20 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

JWD:vv
Attachments

10,051

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1985

In Reply Refer to
File No.: DES 16

RECEIVED
ROAD DESIGN
SECTION

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Exception Request
Sherwood-Rex (SB) Section
Pacific Highway West
Washington County

This is an FA project on the southbound lanes of the highway from M.P. 15.23 to 19.42. The purpose of the project is to extend the roadway service life, restore the pavement section and surface skid resistance with a 4 3/4 inch Class "B" asphalitic concrete overlay.

The typical section proposed is 2-12 foot travel lanes with a 6 foot left (median) shoulder and 10 foot right shoulder. These widths conform to design standards for this arterial roadway.

The present ADT is 17,900 and the design speed is 55 M.P.H. The road type and design speed indicate clear zone requirements vary from about 18 feet for 3:1 cut slopes to about 60 feet for 3:1 fill slopes (reference-AASHTO Guide for Selecting Locating and Designing Traffic Barriers, 1977).

The Roadside Inventory (copy attached) indicates crest vertical curves are generally shorter than the desirable length from the graph, p. 308 AASHTO '84, but half of the curves exceed a minimum length, if a "K" value of 150 is used (see table p. 307). Only 1 sag vertical curve (sta. 427) is less than the desireable length. The vertical alignment was in conformance with previous design standards and no operational problems have been identified.

Existing guardrail installations will be removed and new guardrail will be installed to current standards with exception that "E" distance will be zero. Extensive fill widening would be required to provide the additional 2 feet and the benefit is not that significant with the 10 foot right shoulder we have. Concrete shoulder barrier will be installed at the Votaw Railroad U'xing M.P. 17.83 on the left and right shoulders for column and abutment protection.

Several trees are listed as potential safety hazards. Some of the trees have already been removed by maintenance forces and those remaining will be removed under the contract.

There are 15 median crossovers in this section. We plan to remove 8 crossovers and improve the remaining 7 by lengthening the deceleration lanes for them on both the southbound and northbound roadways.

The Traffic evaluation of the project (copy attached) shows the accident rate is well below the statewide average. The Six Corners intersection, just north of the north end of project, is identified as having a number of accidents. Measures to improve safety in this intersection will be included in a future project.

This letter is submitted as a request for exceptions to minimum design criteria as set forth in "A Policy on Geometric Design of Highways and Streets, AASHTO 1984."

This project is presently on the May 9, 1985 contract letting schedule.

D. O. Christensen, P.E.
Road Design Engineer

by

Richard A. Kuehn, P.E.
Final Design Engineer

RAK:FE:as

Attachments

cc: H. S. Coulter
E. S. Hunter
Gary Potter
Bob Pool
Bill Anhorn
T. W. Litchfield
Fred Eriksen

10,051

nig

U. S. DEPARTMENT OF TRANSP TATION
FEDERAL HIGHWAY ADMI RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-3(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40122

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NO. Primary 1W

10. GENERAL LOCATION:

SHERWOOD - REX (SOUTHBOUND) SECTION

11. GENERAL DESCRIPTION OF WORK

Pavement Overlay and Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-15-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,829,301; Federal Funds $1,612,528.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,051

Con 21 [illegible]
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Norman E. Mann
Final Design Supervisor

DATE: March 14, 1985 MAI 4945A

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Sherwood-Rex Overlay
Pacific Highway West (Southbound Lanes)
Washington County

The proposed 2' to 2 1/2' lowering of the southbound lanes at Votaw Undercrossing of SPRR (Br. No. 4945A) would appear to conflict with the footings in the shoulder area. However, elevations taken in the field indicate that the footings are further below the present grade line than the bridge plans indicate. We think that the Pier 2 and Abutment 2 top of footing distance below (or above) the proposed finish grade should be field verified before we submit a proposal to the railroad.

If the footings are above the finish grade, they could be faced with a Type G barrier but there would be some reduction in shoulder width. Reducing the superelevation under the structure would alleviate a footing conflict at Abutment 2.

Please supply a proposal showing the field verified top of footing distance from the finish grade so that we may evaluate the effects of lowering this grade.

RLM:krm

CC: Dwayne Hofstetter
3-18-85
F.E.

RECEIVED
MAR 15 1985
ROAD DESIGN SECTION

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[illegible]

ROAD DESIGN-HIGHWAY DES 16

J. E. Backstrand
Structural Design Engineer

February 28, 1985

Fred Eriksen
Fred Eriksen
Design Supervisor

Sherwood-Rex (Southbound)
MP 15.23 - MP 19.45
Pacific Hwy. West
Washington County
Funding: FA
Proposed Overlay Thick.: 14 3/4"

RE: Votaw Undercrossing of SPRR
Bridge No. 4945-A
M.P. 17.83

1

The Special Features Study submitted to us by Region 2 Location contains a recommendation to increase the vertical clearance (southbound) at the Votaw Undercrossing to 16 feet. However, the Region 2 Permits Section would like us to increase the vertical clearance to 17 feet. If we are to eliminate the median crossover at Middleton Road.

From the field data, we will need to lower the grade an estimated 2.0 to 2.5 ~~to 3~~ feet to achieve the desired 17 feet vertical clearance. We would like the Bridge Section to investigate the stability of the Votaw Undercrossing structure if we lower the highway grade to obtain the 17 feet clearance.

FE:AL:mg

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MAR 1 1985
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10,051

CON 21-4r

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-3(11) Pac, W.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-28-85

4. PROGRAM NO.

5. ITEM NO. 40122

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/23/85

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

Sherwood - Rex (Southbound)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 1/18/85 I approve the revised Preliminary Engineering costs to a TEC of $53,200; Federal Funds $46,895.

(Increase TEC $13,000; Federal Funds $11,459)

RECEIVED
STATE HWY ENGR
JAN 29 '85
REFER TO
Potter
FOR

Orig to
1/30

14. DATE 1/28/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,051

12-28-84

Kuehn —

Some of the nine were already to be closed. The additional ones if to be closed should first be discussed with Region 2, they may want to discuss with Wash. Co.

Doc

1W

CON 21-4/5
Pic. W.

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 3

TO: Fred Eriksen
Design/Team Supervisor

DATE: December 12, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Sherwood-Rex (Southbound)
M.P. 15.23 to M.P. 19.45
Pacific Highway West No. 1W
Washington County

1 Versteeg ✓
Anderson
3 Kuehn RR
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
DEC 14 1984
ROAD DESIGN SECTION

2 Duane
Do Not File
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Action

A review of the traffic accident history for the above section reveals 89 accidents in the last five years. If the accident history for the south sector of Six Corners intersection was included, there would have been 125 total accidents including 17 additional rear-end accidents. The 89 total included 21 rear-end accidents and 30 fixed object accidents.

The following observations are the result of an onsite investigation of the subject section.

Rear-end accidents accounted for 24 percent of the total accidents. Many of these accidents involved vehicles slowing for median crossovers or accelerating after using crossovers.

The closure of most of the existing median crossovers will concentrate traffic at major road connections. This will reduce the number of conflict points and free up funds for proper treatment of those crossovers retained. Closure is recommended on the following crossovers:

M.P. 15.42)
M.P. 15.67) - Group A
M.P. 15.81)

M.P. 16.18)
M.P. 16.54) - Group B

M.P. 16.92)
M.P. 17.30) - Group C

M.P. 18.79)
M.P. 19.10) - Group D

REFERRED TO
Mann Cuno Henry
F.E. Eriksen Dayton
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

If we are going to close this many crossovers, notify Region 2 immediately so they can take whatever steps are appropriate to notify property owners.

Traffic normally using these crossovers will have to proceed to the next retained crossover. The following table indicates the accesses affected by these closures. This listing is separated according to the above "groups" and the accesses are noted as to direction of traffic lanes:

[illegible]

	Southbound	Northbound
Group A	5 Driveways	2 Roads 3 Driveways
Group B	1 Road 5 Unused Field Approaches	8 Driveways 1 Field Approach
Group C	2 Driveways 7 Unused Field Approaches	3 Driveways 1 Field Approach
Group D	2 Roads 1 Driveway 1 Field Approach	1 Road 2 Driveways

Considering the types of accesses, the percentage of traffic affected by these closures is probably minor with considerable safety advantage to the majority of traffic.

Fixed object accidents accounted for 34 percent of the total accidents on this section. Due to the high number of run-off-the-road type accidents, it is recommended that the following general locations be considered for guardrail:

425+50 - 433+00	Right Shoulder
449+00 - 452+75	Right Shoulder
478+00 - 480+00	Right Shoulder
552+00 - 557+25	Median
562+25 - 570+00	Right Shoulder
575+50 - 579+25	Right Shoulder

It is recommended that the guardrail replacing existing rail be extended to decrease exposure. Field analysis will be necessary to determine proper termini.

A depressed median at Station 617+50 (approximately) should be filled and provided with drop inlet, preferably a G-2MA.

JOButler
for L. E. George
Traffic Engineer

JD/ds/db

10,051

CON 21-4
Pac. W.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-3(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-18-84

4. PROGRAM NO.

5. ITEM NO. 40122

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/18/84

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

Sherwood - Rex (Southbound)

overlay, guardrail

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $40,200
F.F $35,436

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/11/84.

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

orig. to
1/20

14. DATE 1/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,051

1W

N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Sherwood - Rex (southbound)

REGION 2

SURVEY AUTHORITY ADV # 1W

AUTHORIZATION NO. 1

PREFIX 34-1959

DATE 10/19/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		750
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 40,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-9-3(11)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for overlay project.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards ~~Stoudenmeyer~~ E
Turpin
3 Trout ✓ A
Wakerlig

RECEIVED
JAN 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

On Prelim HIP 85

PREPARED BY	DATE 10/19/83	APPROVED. ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/10/83
RECOMMENDED. REGION ENGINEER X by	DATE 10-19-83	APPROVED. ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-18-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 · PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00927

SECTION Sherwood-Rex (southbound)	REGION 2

STATE HIGHWAY # 1W	HIGHWAY NAME Pacific Highway West	MILE POST FROM 15.23 TO 19.45	LENGTH 4.22 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME
ROUTE # 99W	FEDERAL AID # FAP 9	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 40.2 ~~40.7~~	GRADING (✓)		FILES (#)	N/A
RIGHT OF WAY		$	PAVING (✓)	✓	ACRES (#)	
ROADWAY	$ 956.6		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 40. ~~13.2~~				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 398.4 ~~387.2~~		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 1395 ~~1357.0~~	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 1435.2 ~~1397.7~~			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR FY 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	On paved shoulder
AVERAGE DAILY TRAFFIC	15,000	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Existing roadway which carries a heavy volume of traffic needs an overlay to preserve the pavement structure. The existing guardrail is old and much too low at present.
There are some minor locations for shoulder widening.
This project is No. 234 on the Preliminary 84-89 Highway Improvement Program.
This highway section has a statewide classification

PROPOSED SOLUTION

Overlay the southbound one-way section. Remove and replace the guardrail to comply with current design standards.

REQUESTED, REGION ENGINEER X by Phillip O.	DATE 10-19-83			
APPROVED, ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Sherwood-Rex (southbound)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A			

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES: 3 (LIST BELOW)

COMPANIES
Northwest Natural Gas Co.
General Telephone of Northwest
Portland General Electric

DESIGN SPEED	DESIGN STANDARDS
60 MPH	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	Var. 3-6'	—	—	12'	—	12'	—	—	Var. 7-11'	—	C	—	on paved shoulder
—	—	—	—	4'	—	—	12'	—	12'	—	—	10'	—	—	—	on pave shoulder

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	4"			
Cement Treated Base	13"				

STRUCTURE DATA

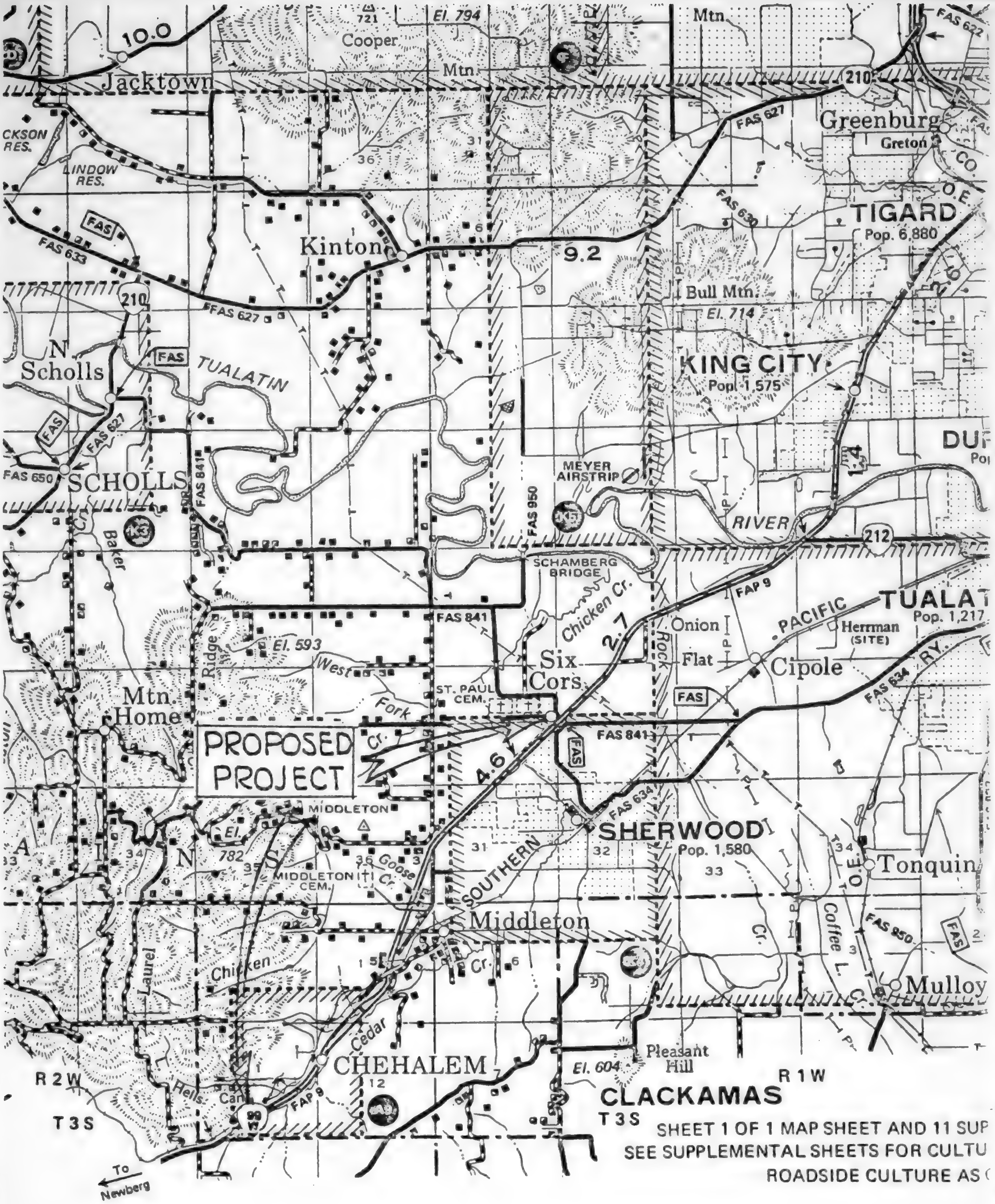
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


El. 794
721
Cooper
Mtn.
10.0
Jacktown
CKSON RES.
LINDOW RES.
FAS 622
210
FAS 627
Greenburg
Greton
CO.
O.E.
TIGARD
Pop. 6,880
FAS 630
FAS
FAS 633
Kinton
9.2
Bull Mtn.
El. 714
KING CITY
Pop. 1,575
N. Scholls
TUALATIN
FAS 650
SCHOLLS
FAS 841
FAS 950
MEYER AIRSTRIP
RIVER
212
DU
Baker
SCHAMBERG BRIDGE
Chicken Cr.
FAP 9
2.7
TUALAT
Pop. 1,217
PACIFIC
Herrman (SITE)
Onion Flat
Cipole
RY.
FAS 634
Ridge
El. 593
West Fork
Rock
Six Cors.
ST. PAUL CEM.
Mtn. Home
PROPOSED PROJECT
4.6
MIDDLETON
SHERWOOD
Pop. 1,580
El. 782
MIDDLETON CEM.
Goose Cr.
SOUTHERN
Tonquin
Middleton
Coffee L. Cr.
FAS 950
Mulloy
Laurel
Chicken
Cedar
Pleasant Hill
El. 604
CHEHALEM
R 2 W
R 1 W
T 3 S
CLACKAMAS
T 3 S
99
FAP 9
Hells
Can
To Newberg
SHEET 1 OF 1 MAP SHEET AND 11 SUP
SEE SUPPLEMENTAL SHEETS FOR CULTU
ROADSIDE CULTURE AS

1985 Tualatin R. O'Flow Br. 10,052
Sec, of Fern Hill Road in Forest Grove
(grading and paving)

C+A 7857 03-06-85

10,052

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		02	146031
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5897	10-2-87	0001003084-00

Washington County
Director of Public Works
150 North First
Hillsboro, Oregon 97123

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C10052-000	L02	8046			844010	03	$ 832.04

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:	TOTAL PRICE
Final Settlement BRM 9032(1) BRS-A677(3) Tualatin Overflow Bridges See attached itemized statement Amount Due	$ 832.04

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 832.04

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

10,052

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 24, 1987

COUNTY: Washington AGREEMENT NO: 7857 PROJECT NO: BRM-9032(1) BRS-A677(3)

CONTRACT NO: 10052 SECTION: Tualatin R. O'flow Br.

PRELIMINARY ENGINEERING PREFIX C534-1953:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 6,539.03	$ 374.87
Final Design	3,143.13	
Region Geology	1,535.08	
Traffic Section	445.26	
Region Utility Liaison	683.63	
Location	1.52	
Program Section	200.75	
Administrative Services	39.74	
Environmental Section	233.62	
Structural Foundations	2,235.23	124.37
Free Culvert Design	11.00	
Free Specifications	2,927.18	
R/W Utility Engineer	53.41	
Surface Design Engineer	133.64	
Hydraulics	503.80	
Total P.E. Cost	$ 18,686.02	$ 499.24
Less Free Culvert Design & Specs.	(2,938.18)	-0-
Total P.E. Cost to County	$ 15,747.84	$ 499.24

CONSTRUCTION PREFIX C10052:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 84,858.30	$
Interest on Final Payment		118.94
Field Engineering	9,074.79	
Technical Services	1,415.41	
Utility Liaison	61.51	
Program Section	40.22	
Material Section	1,571.22	
Total Construction Cost	$ 97,021.45	$ 118.94

SUMMARY

Participating P.E. Cost	$ 15,747.84
Participating Const. Cost	97,021.45
Total Participating Cost	$ 112,769.29

FEDERAL FUNDS

P.E. (80%)	$ 12,598.27	
Const. (80%)	77,617.16	(90,215.43)
Subtotal		$ 22,553.86
Plus Non Participating County Cost		618.18
Less County's Advance Deposits:		
P.E. AD #83-73	$ 6,840.00	
Const. AD #85-71	2,100.00	
Const. AD #85-60	13,400.00	(22,340.00)
Balance Due from County		$ 832.04

MKS:bkb

```
                    JOB COST SUMMARY RUN ON  08-20-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 08/09/87

                                      CREW        CURRENT       BALANCE TO
EA         ACTIVITY OBJ-DETAIL NUMBER       MONTH          DATE
--         -------- ---------- ------       -------      ----------
C10052     921      504        0100                          103.10
ACTIVITY     921                                                            103.10 SUBTOTAL

C10052     940      001        8214                        1,132.73
C10052     940      001        8221                           20.49
C10052     940      551        8046                          330.00
C10052     940      551        8215                           88.00
ACTIVITY     940                                                          1,571.22 SUBTOTAL

EA          C10052 TOTAL                                                 97,140.39 ✓

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10052

8-20-87

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PAGE     3

                 JOB COST SUMMARY RUN ON  08-20-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 08/09/87

                              CREW        CURRENT      BALANCE TO
EA       ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--       -------- ---------- ------       -------      ----------
C5341953                     0100                       19,176.26 ***
ACTIVITY                                                            19,176.26 SUBTOTAL

C5341953 904      001        7110
ACTIVITY   904                                                                SUBTOTAL

C5341953 905      130        7300                            9.00
ACTIVITY   905                                                           9.00 SUBTOTAL

EA         C5341953 TOTAL                                           19,185.26


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     1

                        JOB COST SUMMARY RUN ON  08-20-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 08/09/87

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH         DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C10052   000             136        0500                                  6.36
OBJ-DETAIL 136                                                            6.36

C10052   000             504        0100                                 15.15
C10052   000             504        1000                                 21.15
C10052   000             504        7000                                 98.10
C10052   000             504        7112                                 18.75
OBJ-DETAIL 504                                                          153.15

C10052   000             548        8214                                 31.20
OBJ-DETAIL 548                                                           31.20

C10052   000             550        8214                                 80.00
C10052   000             550        8215                                 42.00
OBJ-DETAIL 550                                                          122.00

C10052   000             555        0521                                 15.81
OBJ-DETAIL 555                                                           15.81

ACTIVITY                                                                328.52 SUBTOTAL

C10052   000    010      001        0811                                 14.55
C10052   000    010      001        0813                                 97.36
C10052   000    010      001        0821                                198.93
C10052   000    010      001        8023                                117.89
OBJ-DETAIL 001                                                          428.73

C10052   000    010      030        8023
OBJ-DETAIL 030

ACTIVITY   010                                                          428.73 SUBTOTAL

C10052   000    900      001        1083                                296.46
C10052   000    900      001        1093                                 44.44
C10052   000    900      001        1094                                165.62
C10052   000    900      001        8001                                134.87
C10052   000    900      001        8046                              5,370.34
OBJ-DETAIL 001                                                        6,011.73

C10052   000    900      008        8046                                114.00
OBJ-DETAIL 008                                                          114.00

C10052   000    900      030        8046                              2,062.01

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  08-20-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 08/09/87

                                            CREW   MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--         ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 030                                                                2,062.01

C10052   000    900      134        8001                                          4.35
OBJ-DETAIL 134                                                                    4.35

C10052   000    900      548        1094                                         15.60
OBJ-DETAIL 548                                                                   15.60

ACTIVITY   900                                                                8,207.69 SUBTOTAL

C10052   000    901      001        7364                                         70.71
OBJ-DETAIL 001                                                                   70.71

ACTIVITY   901                                                                   70.71 SUBTOTAL

C10052   000    904      001        7110                                      1,312.31
OBJ-DETAIL 001                                                                1,312.31

ACTIVITY   904                                                                1,312.31 SUBTOTAL

C10052   000    914      001        1090                                         61.51
OBJ-DETAIL 001                                                                   61.51

ACTIVITY   914                                                                   61.51 SUBTOTAL

C10052   000    920      001        0631                                         40.22
OBJ-DETAIL 001                                                                   40.22

ACTIVITY   920                                                                   40.22 SUBTOTAL

C10052   000    940      001        8214                                      1,132.73
C10052   000    940      001        8221                                         20.49
OBJ-DETAIL 001                                                                1,153.22

C10052   000    940      551        8046                                        330.00
C10052   000    940      551        8215                                         88.00
OBJ-DETAIL 551                                                                  418.00

ACTIVITY   940                                                                1,571.22 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                       12,020.91

C10052   001             349        8046                                        118.94

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  08-20-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 08/09/87

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 349                                                          118.94

ACTIVITY                                                                118.94 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                 118.94

C10052   011             199        8046                                  6.57
OBJ-DETAIL 199                                                            6.57

C10052   011             300        8046                             84,858.30
OBJ-DETAIL 300                                                       84,858.30

C10052   011             504        0100                                 18.75
OBJ-DETAIL 504                                                           18.75

ACTIVITY                                                             84,883.62 SUBTOTAL

C10052   011    900      001        8001                                 13.82
OBJ-DETAIL 001                                                           13.82

ACTIVITY   900                                                           13.82 SUBTOTAL

C10052   011    921      504        0100                                103.10
OBJ-DETAIL 504                                                          103.10

ACTIVITY   921                                                          103.10 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                              85,000.54

EA         C10052 TOTAL                                              97,140.39


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                        JOB COST SUMMARY RUN ON  08-20-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 08/09/87

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C5341953 000    904      001        7110
OBJ-DETAIL 001

ACTIVITY   904                                                                 SUBTOTAL

C5341953 000    905      130        7300                                   9.00
OBJ-DETAIL 130                                                             9.00

ACTIVITY   905                                                             9.00 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                    9.00

C5341953 010                        0100                                 499.24 ***
OBJ-DETAIL                                                               499.24

ACTIVITY                                                                 499.24 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                  499.24

C5341953 011                        0100                              18,677.02 ***
OBJ-DETAIL                                                            18,677.02

ACTIVITY                                                              18,677.02 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                               18,677.02

EA         C5341953 TOTAL                                             19,185.26


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                      JOB COST SUMMARY RUN ON  08-20-87
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 08/09/87

                                     CREW         CURRENT       BALANCE TO
EA          ACTIVITY OBJ-DETAIL NUMBER          MONTH            DATE
--          -------- ---------- ------          -------       ----------
C10052               136        0500                                6.36
C10052               199        8046                                6.57
C10052               300        8046                           84,858.30  contract
C10052               349        8046                               18.94  interest
C10052               504        0100                               33.90
C10052               504        1000                               21.15
C10052               504        7000                               98.10
C10052               504        7112                               18.75
C10052               548        8214                               31.20
C10052               550        8214                               80.00
C10052               550        8215                               42.00
C10052               555        0521                               15.81
ACTIVITY                                                                    85,331.08 SUBTOTAL

C10052      010      001        0811                               14.55
C10052      010      001        0813                               97.36
C10052      010      001        0821                              198.93
C10052      010      001        8023                              117.89
C10052      010      030        8023
ACTIVITY      010                                                              428.73 SUBTOTAL

C10052      900      001        1083                              296.46
C10052      900      001        1093                               44.44
C10052      900      001        1094                              165.62
C10052      900      001        8001                              148.69
C10052      900      001        8046                            5,370.34
C10052      900      008        8046                              114.00
C10052      900      030        8046                            2,062.01
C10052      900      134        8001                                4.35
C10052      900      548        1094                               15.60
ACTIVITY      900                                                            8,221.51 SUBTOTAL

C10052      901      001        7364                               70.71
ACTIVITY      901                                                               70.71 SUBTOTAL

C10052      904      001        7110                            1,312.31
ACTIVITY      904                                                            1,312.31 SUBTOTAL

C10052      914      001        1090                               61.51
ACTIVITY      914                                                               61.51 SUBTOTAL

C10052      920      001        0631                               40.22
ACTIVITY      920                                                               40.22 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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(ORIGINAL) 534-1124 534-1026 10052

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10,052 6-15-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 6/05/85

TO 2/10/87

FEDERAL AID PROJECT NO.
BRM-9032(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

118

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
97,140.39	97,021.45	80%	77,617.16	77,617.16	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements, applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	6/15/87	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 9-75)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	TUALATIN RIVER O'FLOW BRIDGE SECTION FERN HILL ROAD (CITY STREET) WASHINGTON COUNTY					
	Construction Type Code Y007 Culverts (Sta. 53+00 to Sta. 64+00)					
	Final Contract Payment Summary	Lump Sum			$84,858.30	
	Construction Engineering					
	State	All Required			$12,163.15	
	TOTAL PARTICIPATING PROJECT COST				**$97,021.45**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 118.94	
	TOTAL PROJECT COST				**$97,140.39**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 6/18/87.					
	AMOUNT CARRIED FORWARD					

★U.S. Government Printing Office: 1985—488-578/40058

10.05

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

Contract #10052

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Washington	**DIVISION** Oregon
DATE OF REPORT FEB 2 '87	**REPORT MADE BY** 2-2-87 C. O. Fredrickson, Construction Engineer		**PROJECT NO.** BRM-9032(1)
COMPLETION DATE (Actual) 9-6-85	**ACCEPTANCE DATE BY CONRTACT AGENCY** 3-4-86	**TIME ELAPSED** 100 %	**CONTRACT TIME** 8-31-85

LOCATION
Tualatin River O'Flow Bridge Section of Fern Hill Road in Forest Grove.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

RECEIVED
STATE HWY ENGR
FEB 11 '87
REFER TO Fredrickson
FOR
Info Inv. R/D Act

1. Description of Improvement as Programed:
   - A. Construction of roadbed, aggregate base and asphalt concrete pavement.
   - B. Removal of three bridges and installation of culvert pipes.
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.

Cy 2/12

2. Contractor's Name: Columbia Pacific Construction
3. Contract Amount: $84,858.30
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE	
TITLE Area Engineer	DATE 2/6/87	TITLE Acting District Engineer A	DATE 2/10/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,052

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10-542	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	10-21-86	Project Number BRM-9032(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 93,542.00	$ 97,582.00
Federal funds	$ 74,833.00	$ 78,065.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. BRM-9032(1)

Tualatin River O'Flow Bridge Section
Fern Hill Road (City Street)
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Culverts (Sta. 53+00 to Sta. 64+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Sub-Excavation (F.A. #1)	---	---	---	---	$4,039.25
					$4,039.25

Increase	$ 4,038.25
Subtotal from Estimate on July 15, 1985	81,696.00
Subtotal	$85,735.25
Engineering	11,846.75
Total	$97,582.00

Length of Project ------------------- 0.142 mile

Federal Funds (80%)	$78,065.00
County Funds	19,517.00
TOTAL	$97,582.00

Appn Code: 118
Group 1 = 100%
Contract No. 10052
Prefix: 534-1953 (P.E.)
Prefix: C10052

RLC:me

N

TO BE COMPLETED BY FHWA		STATE
10,052 7-113	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-17-85	Oregon COUNTY Washington PROJECT NO. BRM-8022(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street "Tualatin River O'flow Bridge Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-85	0.142

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 93,542.00	$ 74,833.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

xxx For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 15, 1985

FEDERAL AID PROJECT NO. BRM-9032(1)

TUALATIN RIVER O'FLOW BRIDGE SECTION
FERN HILL ROAD (CITY STREET)
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
CULVERTS (Sta. 53+00 to Sta. 64+00)

Mobilization	Lump Sum	All	Lump Sum	$ 6,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00
Temporary Signs	Sq. Ft.	245	14.60	3,577.00
Temporary Barricades	Each	4	65.00	260.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	75	9.80	735.00
Flaggers	Hour	50	16.00	800.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	3,500.00
Ditch Excavating	Cu. Yd.	135	5.60	756.00
Embankment in Place	Cu. Yd.	1,000	8.50	8,500.00
Trench Excavation	Cu. Yd.	196	6.50	1,274.00
Watering	M-Gal.	85	25.00	2,125.00
1"-0 Aggregate Base	Ton	1,640	8.90	14,596.00
Class "C" Asphalt Concrete	Ton	370	38.70	14,319.00
24-inch Culvert Pipe	Lin. Ft.	112	21.00	2,352.00
36-inch Culvert Pipe	Lin. Ft.	158	25.00	3,950.00
Bedding Material	Cu. Yd.	15	21.60	324.00
Paved Culvert End Slopes	Sq. Ft.	384	4.50	1,728.00
				$ 67,796.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,600.00
Temporary Erosion Control	All Required	500.00
Roadside Seeding & Mulching	All Required	800.00
Aggregate for Shoulder Widening	All Required	11,000.00
		$ 13,900.00
	SUBTOTAL	$ 81,696.00
	Engineering	11,846.00
	TOTAL	$ 93,542.00

Length of Project ------------------- 0.142 mile

Federal Funds (80%) ----------------- $ 74,833.00
County Funds ------------------------ 18,709.00

TOTAL $ 93,542.00

Group 1: 100%
Contract No. 10052
Prefix: 534-1953 (P.E.)
Prefix: C10052

CPL:DDB:RC:pf

10,052

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.
STATE VOUCHER NO.
DATE
FHWA SCHEDULE NO.
PAID BY

10-13-86

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BRS-A677(3)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 4/26/83 To: 6/04/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
19,185.26	18,686.02	80%	14,948.82	14,948.82	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 10/13/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

EMENT OF COSTS INCURRED UNDER PROJE AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	TUALATIN RIVER O'FLOW (FERN HILLROAD) BRIDGE COUNTY ROAD IN WASHINGTON COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$18,686.02	
	Non Participating Project Cost					
	Preliminary Engineering (State)	All Required			$ 499.24	
	TOTAL PROJECT COST				**$19,185.26**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

```
                         JOB COST SUMMARY RUN ON  08-20-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 08/09/87

                                           CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
C5341953 000     904      001        7110
OBJ-DETAIL 001

ACTIVITY   904                                                                      SUBTOTAL

C5341953 000     905      130        7300                                      9.00
OBJ-DETAIL 130                                                                 9.00

ACTIVITY   905                                                                 9.00 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                        9.00

C5341953 010                         0100                                    499.24 ***
OBJ-DETAIL                                                                   499.24

ACTIVITY                                                                     499.24 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                      499.24

C5341953 011                         0100                                 18,677.02 ***
OBJ-DETAIL                                                                18,677.02

ACTIVITY                                                                  18,677.02 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   18,677.02

EA         C5341953 TOTAL                                                 19,185.26


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3600-004									
F01821									
C09974 -000	22,639.69	8,378.53	22,639.69						
C09974 -001	353.51	.00	.00						
C09974 -010	679.36	.00	.00						
C09974 -011	248,181.10	208,142.20	248,023.22						
AGREEMENT TOTALS	271,853.66	216,520.73	270,662.91	80.00	216,868.00	216,530.33	.00		9.60
FED PROJ TOTALS	271,853.66	216,520.73	270,662.91		216,868.00	216,530.33	.00		9.60
FEDERAL PROJECT: BRS -A677-002									
F02830									
C4342545-011	10,073.17	8,058.54	10,073.17						
AGREEMENT TOTALS	10,073.17	8,058.54	10,073.17	80.00	8,058.54	8,058.54	.00		.00
F03127									
C5342543-011	547.72	438.18	547.72						
AGREEMENT TOTALS	547.72	438.18	547.72	80.00	438.18	438.18	.00		.00
FED PROJ TOTALS	10,620.89	8,496.72	10,620.89		8,496.72	8,496.72	.00		.00
FEDERAL PROJECT: BRS -A677-003									
F03121									
C5341953-000	9.00	64.81	9.00						
C5341953-010	499.24	.00	.00						
C5341953-011	18,677.02	14,884.01	18,677.02						
AGREEMENT TOTALS	19,185.26	14,948.82	18,686.02	80.00	14,948.82	14,948.82	.00		.00
FED PROJ TOTALS	19,185.26	14,948.82	18,686.02		14,948.82	14,948.82	.00		.00
FEDERAL PROJECT: BRS -A677-004									
F03115									
C09727 -000	7,024.01	9.47	824.01						
C09727 -010	24,243.41	.00	.00						
C09727 -011	281,669.41	230,945.27	287,869.41						

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	534	1950	927	00	P 1			6,596.15	
	534	1950	932	00	P 1			62.05	
	534	1950	935	00	P 1			276.15	
	534	1950	937	00	P 1			1,603.67	
			TOT	P1			52.37CR	52,881.04	
			TOT	N1				365.84	
			** JOB TOTALS **			**	52.37CR**	53,246.88 **	
TUALATIN R OFLW BRIDGES	CONT NO	* FA PROJ NOS BRS A627003 100							STATE
	~~534~~	~~1953~~	~~296~~	~~00~~	~~N 9~~	~~482.24CR~~	~~6,108.33CR~~	~~17,852.39CR~~	
	~~534~~	~~1953~~	~~297~~	~~00~~	~~N 9~~		~~1,234.55~~	~~4,302.30~~	
	~~534~~	~~1953~~	~~298~~	~~00~~	~~N 9~~	~~482.24~~	~~4,873.78~~	~~13,550.09~~	
	534	1953	901	00	P 1		686.58	6,539.03	
	534	1953	901	00	N 1			374.87	
	534	1953	905	00	P 1	523.25	2,136.90	3,134.13	+9.00
	534	1953	906	00	P 1			~~11.00~~	To 927
	534	1953	910	00	P 1		1,319.53	1,535.08	
	534	1953	911	00	P 1		445.26	445.26	
	534	1953	914	00	P 1		683.63	683.63	
	534	1953	918	00	P 1			1.52	
	534	1953	920	00	P 1		200.75	200.75	
	534	1953	921	00	P 1	1,170.61	1,963.56	~~1,963.56~~	To 929
	534	1953	922	00	P 1	8.71	39.74	39.74	
	534	1953	923	00	P 1	36.84	233.62	233.62	
	534	1953	926	00	P 1		1,266.71	2,235.23	
	534	1953	926	00	N 1			124.37	
	534	1953	929	00	P 1		963.62	963.62	
	534	1953	932	00	P 1		53.41	53.41	
	534	1953	933	00	P 1			133.64	
	534	1953	937	00	P 1		503.80	503.80	
			TOT	P1		1,739.41	10,497.11	18,677.02	
			TOT	N1				499.24	
			** JOB TOTALS **			1,739.41 **	10,497.11 **	19,176.26 **	
ROCK CR - SCHOLLS HWY SEC	CONT NO	FA PROJ NOS RS A673001 100							STATE
	534	1958	296	00	N 9	763.76CR	2,237.23CR	2,237.23CR	
	534	1958	298	00	N 9	763.76	2,237.23	2,237.23	
	534	1958	901	00	P 1	39.27	1,546.91	1,546.91	
	534	1958	918	00	P 1		6.64	6.64	
	534	1958	933	00	P 1	5.41	1,022.91	1,022.91	
	534	1958	935	00	P 1	.02	6.22	6.22	
			TOT	P1		44.70	2,582.68	2,582.68	
			** JOB TOTALS **			44.70 **	2,582.68 **	2,582.68 **	
GLENCOE RD-W UNION	CONT NO	* FA PROJ NOS RS A686001 58 RS A685001 42							STATE
	534	1970	296	00	N 9			94,529.34CR	

10,052

OREGON STATE HIGHWAY DIVISI **REQUEST FOR WARRA**

4-7-86

Payable to: Columbia Pacific Const
PO Box 907
Lake Oswego OR 97034

Project No.:
Hwy. Agr. No.:
Contract No.: 10052

Project:
Estimate No.: 5 Final

Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	4038.46		
	Interest on 4088.31 from			
	2/1/86 -3/31/86. 59 days			
	@ 2.016/day	118.94		

Totals
Retained ___ %
Total Payments 4157.40

Approved by:

Prepared by:

CPS = 49.85

Common Data Elements

Doc. No. RW C10052

04 07 86
Month Day Year

Agency 02 Vendor # 0000960151 Suf. ___ Ref. Doc./Suf. ___ Check No. ___

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	240	C10052	011	8046					4038.46			
02	223	↓	001	↓	349				118.94			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

04/08/86

PAGE 1

Batch # C110 4-8-86

CONTRACT NUMBER: C10052 ESTIMATE NUMBER: 005 COLUMBIA PACIFIC CONSTRUCTION

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
AMOUNT TO DATE:		80,819.05	0.00	4,038.46	4,039.25
PRIOR AMOUNT:		80,769.20	0.00	4,038.46	4,039.25
PRESENT AMOUNT:		49.85	0.00	0.00	0.00

E NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
C10052	011	49.85	0.00	0.00	0.00
	TOTAL:	49.85	0.00	0.00	0.00

BRM-9032(1)

```
        OREGON DEPARTMENT OF TRANSPORTATION                                          04/08/86
                    HIGHWAY DIVISION
TRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE              PAGE     1
```

Batch # C110 4-8-86

```
C10052         ESTIMATE NUMBER: 005            COLUMBIA PACIFIC CONSTRUCTION

      CONTRACT            LIQUIDATED               RETAINAGE          FORCE ACCOUNT              NETPAY
       PAYMENT              DAMAGE                                       AMOUNT

       80,819.05               0.00                4,038.46              4,039.25            80,819.84
       80,769.20               0.00                4,038.46              4,039.25            80,769.99

           49.85               0.00                    0.00                  0.00                49.85

      CONTRACT            LIQUIDATED               RETAINAGE          FORCE ACCOUNT              NETPAY
       PAYMENT              DAMAGE                                       AMOUNT

           49.85               0.00                    0.00                  0.00                49.85

           49.85               0.00                    0.00                  0.00                49.85
```

BRM-9032(1)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY WASHINGTON	CONTRACT NO. C10052	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY FERN HILL ROAD	FEDERAL AID PROJECT NO. BRM 9032001		
SECTION TUALATIN RIVER O'FLOW BRIDGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION	LUMP SUM	6500.0000	100.000	6500.00	6500.00
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1000.0000	100.000	1000.00	1000.00
003	11 TEMPORARY SIGNS	SQ FT	14.6000	268.100	3914.26	3914.26
004	11 TEMPORARY BARRICADES	EACH	65.0000	4.000	260.00	260.00
005	11 TEMP CONCRETE BARRIERS REFLECTORIZED	LIN FT	9.8000	75.000	735.00	735.00
007	11 CLEARING AND GRUBBING	LUMP SUM	1500.0000	100.000	1500.00	1500.00
008	11 REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	3500.0000	100.000	3500.00	3500.00
009	11 DITCH EXCAVATION	CU YD	5.6000	158.000	884.80	884.80
010	11 EMBANKMENT IN PLACE	CU YD	8.5000	1,943.110	16516.44	16468.75
011	11 TRENCH EXCAVATION	CU YD	6.5000	162.700	1057.55	1057.55
012	11 WATERING	M-GAL	25.0000	21.600	540.00	540.00
013	11 1"-0 AGGREGATE BASE	TON	8.9000	2,241.520	19949.53	19949.53
014	11 CLASS "C" ASPHALT CONCRETE	TON	38.7000	413.330	15995.87	15995.87
015	11 24-INCH CULVERT PIPE	LIN FT	21.0000	116.000	2436.00	2436.00
016	11 36-INCH CULVERT PIPE	LIN FT	25.0000	164.000	4100.00	4100.00
017	11 BEDDING MATERIAL	CU YD	21.6000	15.500	334.80	332.64
018	11 PAVED CULVERT END SLOPES	SQ FT	4.5000	354.400	1594.80	1594.80
	ADJUSTMENT ITEMS					
6001A	11 LIQUIDATED DAMAGES	DAY	240.0000-	6.000	1440.00-	1440.00-
6002A	11 TIME EXTENSION APP 10-30-85	DAY	240.0000	6.000	1440.00	1440.00
	FORCE ACCOUNT ITEMS					
801	11 SUB-EXCAVATION				4039.25	4039.25

Typ Code "P" Construction Cost
Y007 $ 84,858.30

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 04 08 86 PG. 01 C10052

PREVIOUS VOUCHER NO.

TOTAL CONTRACT ITEMS	80819.05	80769.20
% RETAINED ON CONTRACT ITEMS		
FORCE ACCOUNT	4039.25	4039.25
TOTAL PAYMENTS	84858.30	

NT VOUCHER

WAY DIVISION

COUNTY WASHINGTON	CONTRACT NO. C10052	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY FERN HILL ROAD	FEDERAL AID PROJECT NO. BRM 9032001		
SECTION TUALATIN RIVER O'FLOW BRIDGE			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ON	LUMP SUM	6500.0000	100.000	6500.00	6500.00	
PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
SIGNS	SQ FT	14.6000	268.100	3914.26	3914.26	
BARRICADES	EACH	65.0000	4.000	260.00	260.00	
ETE BARRIERS REFLECTORIZED	LIN FT	9.8000	75.000	735.00	735.00	
ND GRUBBING	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
STRUCTURES AND OBSTRUCTIONS	LUMP SUM	3500.0000	100.000	3500.00	3500.00	
VATION	CU YD	5.6000	158.000	884.80	884.80	
IN PLACE	CU YD	8.5000	1,943.110	16516.44	16468.75	47.69
AVATION	CU YD	6.5000	162.700	1057.55	1057.55	
	M-GAL	25.0000	21.600	540.00	540.00	
GATE BASE	TON	8.9000	2,241.520	19949.53	19949.53	
ASPHALT CONCRETE	TON	38.7000	413.330	15995.87	15995.87	
LVERT PIPE	LIN FT	21.0000	116.000	2436.00	2436.00	
LVERT PIPE	LIN FT	25.0000	164.000	4100.00	4100.00	
TERIAL	CU YD	21.6000	15.500	334.80	332.64	2.16
ERT END SLOPES	SQ FT	4.5000	354.400	1594.80	1594.80	
NT ITEMS						
DAMAGES	DAY	240.0000-	6.000	1440.00-	1440.00-	
SION APP 10-30-85	DAY	240.0000	6.000	1440.00	1440.00	
COUNT ITEMS						
TION				4039.25	4039.25	

de "P" Construction Cost

$ 84,858.30

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PG. 01 C10052	TOTAL CONTRACT ITEMS	80819.05	80769.20	49.85
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT	4039.25	4039.25	
	TOTAL PAYMENTS	84,858.30		

[illegible]

March 31, 1986

CON 5 - 10,052

Fidelity and Deposit Company of Maryland
P.O. Box 489
Portland, OR 97207

Contract No. 10,052 awarded to Columbia Pacific Construction Co. for work on the Tualatin River O'Flow Bridge Section of Fern Hill Road in Washington County was completed on January 2, 1986, and accepted by the State Highway Division on March 6, 1986.

Final payment in the amount of $4,088.31 will be released to the contractor after April 7, 1986. The total contract amount is $84,858.30 including $4,039.25 performed under force account.

No claims for labor or material have been filed with us against the performance bond on this account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Columbia Pacific Construction Co.
P.O. Box 907
Lake Oswego, OR 97034

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

10032

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A677(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30087

6. TO

3-26-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 1, 1983

8. FEDERAL ROUTE NUMBER FAS A 677

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Tualatin River O'Flow (Fern Hill Road) Br.

11. GENERAL DESCRIPTION OF WORK

Redesign project to avoid infringement on Tualatin River

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/1/83 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $25,000; Federal Funds $20,000.

RECEIVED
STATE HWY ENGR
MAR 27 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 3/27

14. DATE 3/26/86

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,052

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10052

TO: Robert Gormsen
Manager, Commission Services

DATE: March 6, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10052 , On Site Work Substantially Completed September 6, 1985

All Work Completed January 2, 1986

Project Tualatin River O'flow Bridge

Highway Fern Hill Road

County Washington

Type of Work Grading & Paving

Contractor Columbia Pacific Construction

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-31-86 - Surety letter written.

noted
RWGormsen

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,052

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tualatin River O'Flow Bridge	WEEK ENDING: November 30, 1985	
	SECTION PREFIX: C10052	
HIGHWAY: Fern Hill Road	COUNTY: Washington	
NAME OF JOB: Tualatin River O' Flow Bridge	KIND OF WORK: Grading & Paving	
CONTRACTOR: Columbia Pacific Construction CO.	CONTRACT NUMBER: 10052	FEDERAL AID PROJECT NUMBER: BRM-9032(1)
DATE OF CONTRACT: July 03, 1985	DATE WORK STARTED: July 25, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 93,541.92	SPECIFIED COMPLETION DATE: August 31, 1985	PERCENT OF TIME ELAPSED: 116
EXCLUSIVE OF ENGINEERING: $ 85,372.32	ENGINEERING AUTHORIZATION: $ 8,169.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,808.45	ENGINEERING COST TO DATE: $ 11,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: XXXXX UNDERRUN 0.7 %	PERCENT OF AUTHORIZATION: 138 %	DATE PROJECT WAS COMPLETED: September 6, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.2	0.2			0.2
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.2	0.2			0.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1000 c.y.	1640 ton			370 ton
TOTAL QUANTITIES CORRECTED TO DATE	1900 c.y.	2100 ton			413 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1900 c.y.	2100 ton			413 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Nov 24 SUNDAY	
Nov 25 MONDAY	
Nov 26 TUESDAY	
Nov 27 WEDNESDAY	
Nov 28 THURSDAY	
Nov 29 FRIDAY	
Nov 30 SATURDAY	

REMARKS

Semi-final is complete and was sent on November 26, 1985.
This is the last report for this project.

SIGNED J Richards LOCATION Portland
JARARD RICHARDSON, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

10 0 5 2

ic cc: OSHD (ien)

STATE COPY

N

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT. HWY ENGR
OCT 29 '85
REFER TO
Fredrickson
FOR

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
IN COMPANY WITH Jarard Richardson and Marion Craft; OSHD			
DATE OF INSPECTION 10-3-85	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. BRM-9032(1)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 106 %	WORK COMPLETED 100 %

TUALATIN RIVER OVERFLOW BRIDGE
FERNHILL ROAD
Bridge Replacement

NOTED
W. E. SCHWARTZ

This project provided for the replacement of two deficient wood bridges with metal culverts.

The contractor overran the contract time by 6 days and has requested a time extension. The State is currently analyzing the extension request.

The estimated contract cost of $85,000 ~~that~~ will overrun the original authorization about 2%.

The County is planning to overlay this section of roadway with asphaltic concrete and therefore the short sections of AC placed under this contract were left with rapid tapers. The County will remove the tapers and form a cold joint to match the riding surface of their own AC overlay.

Both culverts were placed rather deep in the ground, approximately 5 feet below the surrounding ground surface at both inlets and outlets. This was done to intercept field drains. The resultant holes have an inslope of approximately 3 to 1 and a backslope of 2 to 1. There is no guardrail between the roadway and the culvert inlets and outlets. We discussed at length the pros and cons of putting guardrail to protect a vehicle from hitting the backslope of the inlet holes. This is a rather low speed, narrow, county road. The inslopes leading to the culvert inlet was approximately 15 feet from the edge of pavement. It can be debated whether a guardrail installation would prove to be more of a hazard than the inlet and outlet holes. Due to right-of-way constrictions it was not possible to lay the back slopes back on a flatter slope. The State will discuss this matter with the County to see if they would prefer to have guardrail or not.

The completed work appears to have been performed in conformance with the contract requirements and therefore acceptance is recommended.

10,052 7-27-85 N

Leeco Hiway Signs & Fencing Inc.
640 N.E. 197th
Ptld., Ore. 97230
665-4349

RECEIVED
SEP -3 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp nec. as only intent to file

DATE:

** NOTICE OF [redacted]
** [redacted] **

TO: Jarard Richardsen- Project Manager
Oregon State Highway Division
Salem, Oregon 97310

RE: Project Name Tualitin O'flow Bridge
OSHD Contract No. 10052

Gentlemen:

In accordance with Section 109.05 of the Oregon State Highway Division Standard Specifications for Highway Construction, we notify you of our intention to file a claim for extra compensation arising from the following work or circumstances:

LOCATION Tualitin O'flow Bridge' Fern Hill Rd.

WORK Temp. signs' Paved culvert end slopes

BASIS OF CLAIM Refusal to sign for work requested
Conflict of work scheduling

Signed,
Douglas S Lee
Title: president
Delivered to Columbia Pacific Constr. Co., Robert Gormsen (if not direct)

Method: Hand ___ Mail x By: ___

Date: 8-29-85

8-29-85

Leeco

665-4349
640 N.E. 197th
Ptld., Ore. 97230

To; Columbia Pacific Construction Co.

Mr. Stiengraber,

On 8-20-85 per your request; labor, equipment and materials were sent to the job site to (1) Repair a broken post and (2) Replace a "ROAD CLOSED" sign which had been destroyed. Once there, you refused to sign the work order claiming that it was the state that should pay. The state, on the other hand, claims that it is your responsibility. Regardless of who's responsible for the replacement, we are certainly not and have incurred cost of $130.00.

On 8-21-85, upon your insistance and without 10 days notice,as required in our sub contract, we advanced our work schedule in order to pave the culvert end slopes. Upon arriving at the site we found that the project was not ready for the end slopes. We none the less attempted to prepare the slopes for paving. However, since final compaction of the sub grade had notbeen completed it was impossible at that time to perform our work. We have rescheduled this work for Friday Aug. 30, 1985. Our claim for false notification to proceed is $957.80.

Dick, as you are aware, we did not originally bid paved end slopes to you. We, however, subsequently agreed to do the work after you assured us that you would render all the assistance necessary to perform the task and after you insisted that you needed our participation to meet your DBE goals.

Sincerely,
Leeco
Douglas S Lee
Douglas S. Lee, President
dl/bl

RECEIVED
SEP - 3 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 24, 1985

CON 5

#10,052

Columbia Pacific Construction Co.
P. O. Box 907
Lake Oswego, OR 97034

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,052 for work on the Tualatin River O'Flow Bridge Section of Farn Hill Road in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Fidelity and Deposit Company of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

bc:
C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Jarard Richardson

COLUMBIA PACIFIC
CONSTRUCTION CO.
P.O. BOX 907
LAKE OSWEGO, OR 97034
(503) 635-3774

July 2,1985

Office of Commission Services
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

We will be subcontracting with Leeco Highway Signs and Fencing Inc, Grading Unlimited and Polar Transport Services for the Tualatin River Overflow Bridge project. Listed below are the item amounts.

DBE's
Leeco Highway Signs and Fencing Inc.

3. Temp. signs	13.90 sf	$3406.00
4. Temp. barr.	60.00 ea	240.00
18.Paved slopes	4.01 sf	1540.00

Grading Unlimited (partial)

10.Emb/place	LS	780.00

WBE's

Polar Transport Services (Hauling)

13.Base Rock	35.00/hr	$1400.00

Very truly yours,

Linda Steingraber

Linda Steingraber
Office Manager

RECEIVED
JUL 2 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,052

July 5, 1985

Rick Daniels, Director
Land Use & Transportation
Washington County
150 N. First Avenue
Hillsboro, OR 97123

PRO

Subject: Tualatin River O'Flow Bridges
Fern Hill Road
Project No. BRM-9032(1)
Washington County

On June 27, 1985 the State Highway Division received a satisfactory bid from Columbia Pacific Construction, P.O. Box 907, Lake Oswego, Oregon 97034 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7541 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

Contractor's Bid		$ 67,796.00
Anticipated Items		13,900.00
SUBTOTAL		$ 81,696.00
Contingencies (4-1/2%)		3,676.32
Engineering (~~9%~~)(10%)		8,169.60
Total Construction Cost		$ 93,541.92
Estimated P.E.		20,000.00
Less Free Bridge Design & Spec's.		(2,000.00)
Less Federal Funds (80%)		(89,233.54)
P.E.	(6,840.00)	
Construction (65%)	(13,400.00)	(20,240.00)
County's Remaining Balance		$ 2,068.38
ADVANCE DEPOSIT ROUNDED		$ 2,100.00

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $2,100 by July 19, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

LCIP
RECEIVED 7-24-85
MKS

Gary A. Potter, Manager
Program Section

MKS:me pf
Attachment

bcc w/AD #85-71: Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #85-71 when advance deposit is received.

10,052

June 10, 1985 PRO

Rick Daniels, Director
Land Use & Transportation
Washington County
150 N. First Avenue
Hillsboro, OR 97123

Subject: Tualatin River O'flow Bridges
Fern Hill Road
Washington County
Project No. BRM-9032(1)

Dear Mr. Daniels:

On June 27, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project, and as per our Agreement No. 7541 and our Local Government Agreement, the county is requested to deposit 65% of the county's share of the estimated construction cost as computed below.

Estimated Total Construction Cost	$103,400
Less Federal Funds (80%)	(82,720)
COUNTY'S SHARE (20%)	$ 20,680
65% OF COUNTY'S SHARE OF ADVANCE DEPOSIT	$ 13,400

We will award the contract when we receive your advance deposit in the amount of $13,400 and the Transportation Commission approval is received. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

LGIP
Received
6/18-85
MKS

MKS:bkb
Attachment
bcc: w/AD #85-60
Wayne Schulte, Metro Region
Vern Skoog - Please return completed AD #85-60 when advance deposit is received.

10,052

jc

Con 14-1t
Tualatin

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRM-9032(1)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Washington

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30087

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: June 5, 1985

8. FEDERAL ROUTE NUMBER: FAU 9032

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Tualatin River O'Flow Bridge Section (BR #13256-000-00975, #13257-000-00970 and #13258-000-00965)

11. GENERAL DESCRIPTION OF WORK:
Grading, paving and culverts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimated dated 5-29-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $103,411, Federal Funds $82,728.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

Orig. att. 6/12

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO
Potter
FOR
Info | Immed | R/D | D/R | Sign | Act

14. DATE: 6/7/85

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hasser

16. TITLE: For Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

10,052

Section Tualatin River O'Flow Bridge Programming Estimate $ 300,000

Highway Fern Hill Road 5-23-85 Project Length 0.21'

County Washington Completion Time Aug 31, 85

Kind of Work Grading & Paving Est. Comp. Date

Prefix 534-1953- Letting Date ~~June 27, 85~~ Readv. Project No. BRM-9032(1)

Received 4:35
5-23-85 Ch

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~134,433~~ 87,416-

Anticipated Additional Items:	
Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	1600
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	500
State Furnished ________	
Roadside Seeding & Mulching	800
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x _____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Adjust Utilities:	

$ 2,900-

Subtotal $ 90,316 00

Contingencies (4-1/2%) 4,064 22

Engineering ~~(8, 9,~~ [✓ 10%]) 9,031 60

Subtotal $ 103,411 82

Credit for ________________ . . . . . . ________

Estimated Net Authorization, Construction . . . . $

~~1-25-85 155,820 75~~

~~3-14-85 156,099 96~~

5-22-85 103,411 82

APPROVED

J H Weistey

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Tualatin River O'Flow Bridge		COUNTY Washington		SHEET 1 OF 1
KIND OF WORK Grading and Paving	KEY NUMBER	LENGTH 0.21	DATE 5/17/85	NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 5/22/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	BID LETTING 6/27/85					
	Mobilization		All	All	—	7,000^{00}
	Temporary Protection and Direction of Traffic		All	All	—	2,500—
	Temporary Signs		Sq. Ft.	245	8—	1,960^{00}
	Temporary Barricades		Each	4	70—	280^{00}
	Temporary Concrete Barriers, Reflectorized		Lin. Ft.	75	16—	1,200^{00}
	Flaggers		Hour	50	17-	850^{00}
	Roadwork					
	Clearing and Grubbing		All	All.	-	1,500^{00}
	Removal of Structures and Obstructions		All	All	-	20,500^{00}
	Ditch Excavation		Cu. Yd.	135	8-	1,080^{00}
	Embankment in Place		Cu. Yd.	1,000	5^{60}	5,600^{00}
	Trench Excavation		Cu. Yd.	196	10-	1,960^{00}
	Watering		M-Gal.	85	15-	1,275^{00}
	1"-0 Aggregate Base		Ton	1,640	9^{50}	15,580^{00}
	Class "C" Asphalt Concrete		Ton	370	37-	13,690^{00}
	24-inch Culvert Pipe		Lin. Ft.	112	24-	2,688^{00}
	36-inch Culvert Pipe		Lin. Ft.	158	36-	5,688^{00}
	Bedding Material		Cu. Yd.	15	15-	225^{00}
	Paved Culvert End Slopes		Sq. Ft.	384	10-	3,840^{00}
						+87,416^{00}

34-1736 (REV. 2-84)

10,052

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION PRO

TO: Richard A. Kuehn, P.E.
Final Design Engineer

DATE: May 14, 1985

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Tualatin River Overflow Culvert Section
Fern Hill Road
Washington County

Your request to use state monies for the HBR ineligible portion of the subject project is not approved. As a general rule, state funding is not used for facilities off the state highway system.

The County has been informed and they are looking for alternate financing.

WHW:GAP:pf

cc: D. O. Christensen
Wayne Schulte, Metro Region
Don Trout

PROGRAM SECTION

MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
MAY 1[illegible] 1985
REFER TO [illegible] - Harrell
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,052

Con 19-4
Tualatin
R.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 14, 1985
IN REPLY REFER TO
HFO-OR

RECEIVED
STATE HWY ENGR
MAY 15 '85
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
						✓

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon BRM-9032(1)
Tualatin River Overflow Bridges
Fern Hill Road - Washington County

We have reviewed Mr. Kuehn's request of May 10, 1985 for deviation from standards on roadway width. We also note that you have correctly interpreted the error in our April 24, 1985 letter defining ineligible work zones. Station 58+50 - 62+00 and 64+00 - 68+00 are correct.

We concur in your proposed deviation from roadway width standards to restore the existing 20 foot pavement. The new embankment and culverts should be designed to accomodate a future 28 foot pavement.

It is unfortunate that funding constraints and eligibility requirements at all levels of government preclude construction of a complete project. Under the circumstances a uniform pavement width through this section will avoid confusion and provide a safer facility.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (L. Brock, Prog Sec)
OSHD (N. Henry, Design)

NOTED
E. S. HUNTER

cc Christensen
cy sent 5-20-85
[illegible]

10,052

CSN 19-4
Tualatin

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.:
DES 16

May 10, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Tualatin River Overflow
Fern Hill Road (County Rd #534)
Washington County

This is to request a revision to our letter dated September 14, 1985. In that letter we proposed two 12-foot travel lanes and 2-foot shoulders. Because of funding problems we now propose a 20-foot roadway. (See your letter dated April 24, 1985, attached.)

We request an exception to the minimum standards of 12-foot travel lanes and 6-foot shoulders for a rural arterial. The design criteria is set forth in the "A Policy on Geometric Design of Highways and Streets."

The purpose of this project is to replace three deficient timber structures with culvert pipes. The A.D.T. is 1,000 (1984) and the design speed is 45 m.p.h. The adjacent section to the south is two 12-foot travel lanes and 2-foot shoulders. This section and the northerly one are two 10-foot travel lanes and no shoulders. There are no long-term projects planned for this area.

We propose to construct two 10-foot travel lanes without shoulders. The 20-foot roadway will match the existing width and maintain roadway consistency through the short construction areas. (See attached sketch map.)

Your concurrence is solicited that it is in the public's interest to construct the 20-foot roadway width.

RAK:NH:bn

Attachments

cc: E. S. Hunter bn
E. L. Hardt, w/atchs.
L. Brock, w/atchs
N. L. Henry

RECEIVED
ROAD DESIGN SECTION

LDE
FDE
LE
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PDE
LFE
GTE
CA
Copy All
Return To
B/U / /

Form 734-3122

CON 19-1
Tualatin
R.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 24, 1985
IN REPLY REFER TO

HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

4-27-85
NOTED
E. S. HUNTER
cc Christensen
Hart
Dent

Dear Mr. Coulter:

Oregon Project RM-9032(1)
Tualatin River O'Flow Bridges
Fern Hill Road - Washington County

We have reviewed the PS&E documents for this project and hereby confirm our verbal authorization to advertise for bids. We find that a portion of the project is not eligible for Bridge Replacement funds. The roadway construction from Station 58+50 to Station 64+00 and from 64+00 to 68+00 will require funding from another source.

Please forward a revised PS&E estimate reflecting these changes.

Sincerely yours,

G.K [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgm Mgmt)

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Hunter
FOR

ay
RNB

10,052

CON 19-4
Tualatin
R.

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION PRO

TO: FILES

DATE: May 2, 1985

FROM: Donald L. Trout
Federal Aid Supervisor
Program Section

SUBJECT: Tualatin River Overflow
Culverts Project
Fern Hill Road
Washington County

Tualatin River Overflow Culverts project scheduled for the May 9, 1985 bid letting will have to be postponed until a later date. Funding problems that developed during the last few days cannot be worked out prior to the May 9 bid opening.

The project was programmed to be funded with HBR funds. The Federal Highway Administration, however, has indicated HBR funds can only be used for the portion of the actual culvert installations. This leaves a portion of the project as nonparticipating from federal funds. When other funds are determined and agreements are in order the project can be rescheduled for letting.

DLT:pf

cc: ✓R. N. Bothman
E. S. Hunter
Gary A. Potter
D. O. Christensen
Ted Litchfield

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR

MAY 3 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

11,052

Con 14-1 + Tualatin R.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9032(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
4. PROGRAM NO.
5. ITEM NO. 30087
6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO Potter
FOR

Info	[illegible]	R/W	D/R	[illegible]	Act	File

7. DATE AUTHORIZATION EFFECTIVE 4-17-85
8. FEDERAL ROUTE NUMBER FAU 9032
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
TUALATIN RIVER OVERFLOW BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, and Install Culverts

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E"EStimate dated 1-25-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $156,099; Federal Funds $124,879.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hosner
16. TITLE For Division Admin.

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,052

OREGON STATE HIGHWAY D[illegible]SION
117 DOT Building
Salem, Oregon 97310

PLEASE NOTE
M...... APR 11 1985
M...... ADM ...... RBR ...... CA
RS ...... PMS ...... AS ...... CE
OS ...... TA ...... RUE ...... F ......

Attention: Right-of-Way Section 4-2-85

Subject: Federal Aid Project No. BRS-A677(3) Prefix: 34-1959
Project Name Tualatin River Overflow Bridges (3)
Fern Hill Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 2 day of April, 1985

County of Washington

Chairman Board of Commissioners

Certified By:

Kenneth L Rolfe
Regional Right-of-Way Supervisor
Date 4-10-85

~~APPROVED WASHINGTON COUNTY~~
BOARD OF COMMISSIONERS
MINUTE ORDER # 85-144
DATE 4-2-85
BY Mary E. Naylor
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

10,052

Section Tualatin River O'Flaw Bridge Programming Estimate $ 300,000

Highway Fern Hill Road Project Length 0.28

County Washington 3-20-85 Completion Time July 15, 1985

Kind of Work Grading & Paving Est. Comp. Date

Prefix 534-1953- Letting Date April 25, 1985 Project No. BRM-9032(1)

Received 9:17 AM
3-20-85 O.L.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 134,433 -

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1,600	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	500	
State Furnished		
Roadside Seeding & Mulching	1,000	$ 3100 -
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.) . .		
State Responsibility for Damages . . .		
Signal Controller Testing . . .		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 137,533 00
Contingencies (4-1/2%)		6,188 99
Engineering (~~8~~, [✓ 9], ~~10~~%)		12,377 97
Subtotal		$ 156,099 96
Credit for ____		
Estimated Net Authorization, Construction		$

Project WAS CANCELLED
RE-WORKED with 20 foot ROADWAY

MKS

APPROVED
J H Wesley
Road Design Engineer

~~1-25-85 155,820 75~~
3-19-85 156,099 96

Rev. 11/81

SUMM[illegible]RY--BID SCHEDULE--COST [illegible]STIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Tualatin River O'Flow Bridge			COUNTY Washington		SHEET 1	OF 2
KIND OF WORK Grading & Paving		KEY NUMBER	LENGTH 0.28	DATE 11-12-84	NAME Bergsle[illegible]	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	[illegible] 11/28/84 MLW					
	[illegible] ESTIMATE IS PRICED AS					
	[illegible] 1/26/85					
	Mobilization		All	All		10,300 00
	Temporary Protection and Direction of Traffic		All	All	—	2,500 —
	Temporary Signs		Sq.Ft.	286 ~~234~~	6 –	1,716 — ~~[illegible] 00~~
	Temporary Barricades		Each	4	70 –	280 00
	Temporary Concrete Barriers, Refectorized		Lin.Ft.	75 –	16 –	1,200 00
	Flaggers		Hour	20	17 –	340 00
	Roadwork					
	Clearing and Grubbing		All	All	–	1,500 00
	Removal of Structures and Obstructions		All	All	–	20,500 00
	Ditch Excavation		Cu.Yd.	135 ✓	8 –	1,080 00
	General Excavation		Cu.Yd.	2360	5 60	13,216 00
	Trench Excavation		Cu.Yd.	196	10 00	1,960 00
	Watering		M.Gal.	120	15 –	1,800 00
	1"-0 Aggregate Base		Ton	4,150	8 –	33,200 00
	Class "C" Asphalt Concrete		Ton	1,030	32 –	[illegible]
	24-inch Culvert Pipe		Lin.Ft.	112 ~~52~~	24 –	2,688

734-1736 (REV. 2-84)

SUMM●RY--BID SCHEDULE--COST ●STIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Tualatin River O'Flow Bridge	COUNTY Washington	SHEET 2 OF 2	
KIND OF WORK Grading & Paving	KEY NUMBER	LENGTH 0.28	DATE 11-19-84
NAME Bergstedt			

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	36-inch Culvert Pipe		Lin. Ft.	158 ~~136~~	36-	5,688.00
	Bedding Material		Cu. Yd.	15	15-	225.00
	Extra for Asphalt Approaches		Each	1	200-	200.00
	Paved Culvert End Slopes		Sq. Ft.	308	10-	3,080.00
						~~$[illegible]~~
						265
						~~13[illegible], 87~~
						134,433-

734-1736 (REV. 2-84)

101028

CON 19-1
Tualatin a
R

March 8, 1985

AGR

Board of County Commissioners
Washington County
150 North First
Hillsboro, OR 97124

Attention: R. A. Daniels
Director of Land Use & Transportation

MISC. CONTRACTS and
AGREEMENTS No. 7857

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement concerning replacement of the Tualatin River (Fern Hill Road) Overflow Bridges.

We have retained a fully executed copy of this supplement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment
BC: Gary Potter
FKN:js

M-2A
2CN 19-1
Tualatin R.

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

BRM - 9032(1)

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: TUALATIN RIVER O'FLOW STRUCTURES (FERN HILL COUNTY ROAD) WASHINGTON COUNTY

DATE: MARCH5, 1985

The State of Oregon (and local clearinghouses if listed) has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state or local government have been identified.

☒ Relevant comments of state agencies and/or local governments are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state and/or local government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

THE FOLLOWING IS THE OFFICIALLY ASSIGNED STATE IDENTIFIER NUMBER:

OR 850128-037-2

IPR #3

cc:FHWA

Dolores Streeter
Clearinghouse Coordinator

JS

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Washington County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850128-037-2 Return Date MAR 01 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

( ) Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

X If not already done, the Highway Division should verify with the City of Forest Grove that the wetlands impacted "are not considered significant".

Agency LCDC By

IPR #2 Phone Number 229.6068

Engineering/
Biologist

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

INTERGOVERNMENTAL RELATIONS
FEB 25 1985

Washington County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850128-037-2 Return Date: MAR 01 1985

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section.)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

(X) Additional comments for project improvement. (Attach if necessary.)

If the project would require the removal, fill, or alteration of 50 cubic yards or more of material within the banks of the waterway(s) or wetland area(s), we urge the applicant to apply for state removal or fill permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible]

IPR #2

Phone Number 8-3805

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

INTERGOVERNMENTAL RELATIONS
MAR 05 1985

Washington County

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE AGENCY REVIEW

Project Number OR 850128-037-2 Return Date: ____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs.

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section.)

☒ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section.)

☐ Additional comments for project improvement. (Attach if necessary.)

REMARKS (Please type or print legibly)

No objection to funding request however ODFW would like to review specific project plans prior to implementation. Add'l comments will be provided at that time.

Agency Fish & Wildlife By Feast

IPR #2 Phone Number 229-5679

PROGRAM SECTION
March 12, 1985

cc: FHWA
State Highway Engineer
Location Unit
Right of Way Sec.
Road Design Sec. (2)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. Eng. (M) E.L. Hardt*
Dist. Eng. (2A) D.A. Willhite

*Inform P.M.

RECEIVED
STATE HWY ENGR
MAR 13 '85
REFER TO
FOR

NOTED
H.S. COULTER

10,057

Con 19-1
Tualatin
P

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

RECEIVED
STAT. HWY ENGR
FEB 8 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REPLY TO
ATTN OF: M/S 423

JAN [illegible]

NOTED
H. S. COULT[illegible]

Mr. Gary A. Potter
Manager, Program Section
Oregon Dept. of Transportation
Transportation Building
Salem, Oregon 97310

RE: Notice of Intent for Federal-Aid Finds:
MULTNOMAH CO. N.E. 181st - Sundial Section OR 850128-035-2
POLK CO. W. Fork Salt Creek (Brown Rd.) Bridges OR 850128-036-2
WASHINGTON CO. Tualatin River O'Flow Structures OR 850128-037-2

NOTED
H. S. COUL[illegible]

Dear Mr. Potter:

We have reviewed the referenced notices and have no objection to your intended application for Federal-Aid funds.

It is probable that a 404 permit will be required for the Tualatin River O'Flow structures. If a 404 permit is required, we will recommend replacement of lost wetland functional values pursuant to the EPA Region X Mitigation Policy (enclosed).

If you have any questions, please contact Mr. Gary Voerman of my staff at (206) 442-1448.

Sincerely,

Ronald A. Lee

Ronald A. Lee, Acting Chief
Environmental Evaluation Branch

Enclosure

PROGRAM SECTION
February 7, 1985

CC: FHWA
✓State Highway Engineer
Location Unit
Right-of-Way Sec.
Road Design Sec. (3)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. Eng. (M) E.L. Hardt*
Reg. Eng. (2) W.G. Anhorn*

Dist. Engr. (2A)
D.A. Willhite
Dist. Engr. (2B)
M. Payne
Dist. Engr. (3)
J.L. Gunter
State Clearinghouse
Delores Streeter
*Inform P.M.

PROGRAM SECTION
MANAGER ✓ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
FEB 07 1985
REFER TO Gaither
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

U.S. Environmental Protection Agency - Region X

404 Mitigation Policy

Purpose and Need

This document establishes EPA Region X policy on mitigating adverse environmental impacts of projects permitted under Section 404 of the Clean Water Act (33 U.S.C. 1251 et. seq.). This policy will: (1) help ensure consistent mitigation recommendations, allowing the Corps of Engineers and 404 applicants to anticipate EPA recommendations and plan for mitigation early in the permit process; (2) help avoid project delays and ensure proper consideration of aquatic resources prior to 404 application submittals; (3) provide guidance to Region X personnel during project review. This policy incorporates sufficient flexibility to allow variations in mitigation recommendations as required by differences in individual project proposals. This is an interim mitigation policy which can and will be modified to reflect compliance with new laws, national EPA policy or significant new information.

Authority

This policy is established in accordance with the following major authorities:

A. Clean Water Act (33 U.S.C. 1251 et.seq.)

1. Section 1251: "The objective of this chapter is to restore and maintain the chemical, physical and biological integrity of the Nation's waters. In order to achieve this objective it is hereby declared that, consistent with the provisions of this chapter...
   (1) It is the national goal that the discharge of pollutants into the navigable waters be eliminated by 1985..."

B. The 404(b)(1) Guidelines (40 CFR Part 230) developed pursuant to Section 1344(b)(1) of the Clean Water Act.

1. 40 CFR 230.10(a): "...no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem..."

2. 40 CFR 230.10(b): "No discharge of dredged or fill material shall be permitted if it...causes or contributes...to violations of any applicable state water quality standard;...Violates any applicable toxic effluent standard...;...Jeopardizes the continued existence of species listed as endangered or threatened, or results in likelihood of the destruction or adverse modification of a habitat which is determined...to be critical habitat..."

3. 40 CFR 230.10(c): "...no discharge of dredged or fill material shall be permitted which will cause or contribute to significant degradation of the waters of the United States."

4. 40 CFR 230.10(d): "...no discharge of dredged or fill material shall be permitted unless appropriate and practicable steps have been taken which will minimize potential adverse impacts of the discharge on the aquatic ecosystem...".

C. The National Environmental Policy Act (42 U.S.C. 4321 et.seq.) states, in part, "The Congress authorizes and directs that, to the fullest extent possible...all agencies of the Federal Government shall... Identify and develop methods and procedures ...which will ensure that presently unquantified environmental amenities and values may be given appropriate consideration in decision-making along with economic and technical considerations..".

D. Environmental Protection Agency Statement of Policy on Protection of Nation's Wetlands (38 FR 10834 March 10, 1973):

> "Policy (b) It shall be the Agency's policy to minimize alterations in the quantity or quality of the natural flow of water that nourishes wetlands and to protect wetlands from adverse dredging or filling practices, solid waste management practices, siltation or the addition of pesticides, salts, or toxic materials arising from nonpoint source wastes and through construction activities, and to prevent violation of applicable water quality standards from such environmental insults."

Scope

This policy applies to all EPA Region X reviews of activities permitted by the Corps of Engineers under Section 404 of the Clean Water Act (33 U.S.C. 1344) and to EPA review of any other projects involving the discharge of dredged or fill material into waters of the United States. This policy, however, will not be used to approve permits for discharges of dredged or fill material which will cause or contribute to significant degradation of the waters of the United States, consistent with the requirements of 40 CFR 230.10(c).

Definition

EPA Region X hereby adopts the definition of mitigation given in the CEQ regulations at 40 CFR 1508.20:

> "Mitigation includes:
>
> (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
>
> (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensation for the impact by replacing or providing substitute resources or environments."

Mitigation Policy Statement

EPA Region X will actively promote and support mitigation for all projects subject to Section 404 of the Clean Water Act, in accordance with the heirarchical system envisioned in the CEQ regulations (Section 1508.20), the U.S. Fish and Wildlife Service Mitigation Policy, the 404(b)(1) Guidelines (40 CFR 230.10), and the policy set forth below. Recommendations will be consistent with, but not limited to, the mitigative actions specified in subpart H of the 404(b)(1) Guidelines (40 CFR 230.70-230.77).

I. EPA will seek mitigation in the following sequence:

   A. EPA will actively promote project alternatives which avoid all adverse environmental impacts associated with the proposed action, consistent with 40 CFR 230.10(d). For proposed discharges of dredged or fill material for nonwater-dependent activities in special aquatic sites, the burden of proof shall be on the applicant to demonstrate that practicable, less environmentally damaging alternatives are not available. For all other proposed discharges, EPA will request information demonstrating the proposed action is the only available practicable alternative. In the absence of this information, EPA will recommend denial or modification of the 404 permit.

   B. EPA will actively promote alternatives which reduce or minimize adverse environmental impacts. This will include recommendations to reduce the amount and extent of fill (or dredging), and to modify the timing of construction.

   C. For unavoidable adverse environmental impacts, EPA will actively promote and support compensation by habitat replacement (i.e. replacement of habitat functional values) or the provision of substitute resources or environments. In developing recommendations, EPA will give great weight to the resource categories and mitigation goals listed in the mitigation policy of the U.S. Fish and Wildlife Service (Federal Register, vol. 46, no. 15, pages 7644-63, January 23, 1981).

II. In general, EPA will recommend no net loss of aquatic habitat functional value for all projects. EPA will actively promote and support in-kind aquatic habitat replacement in close proximity to the project site. Habitat functional values will be calculated using the Habitat Evaluation Procedures of the U.S. Fish and Wildlife Service, the Method of Wetland Functional Assessment of the Federal Highway Administration (March 1983), and/or the best professional judgment of designated representatives from EPA and appropriate state and federal resource agencies.

III. For aquatic sites with significant resource values (e.g. U.S. Fish and Wildlife Service Resource Category I, state or federally designated significant aquatic habitats, and EPA identified high priority aquatic sites), EPA will automatically consider prohibiting the specification of the area as a disposal site pursuant to Section 404(c) of the Clean Water Act and, when appropriate, shall prepare the reports necessary for taking such action. The Regional Administrator will recommend action under 404(c) unless it can be demonstrated that the discharge of dredged or fill material will not have unacceptable adverse environmental impacts.

IV. EPA will actively promote and support the preservation of existing aquatic resources separate from any specific project proposals. The preservation of aquatic habitat will not be considered as mitigation when reviewing projects for compliance with the 404(b)(1) Guidelines and the intent of this mitigation policy. Preservation of aquatic resources will not be considered mitigation for aquatic functional values to be damaged by construction projects as such a policy would sanction an irretrievable net loss of aquatic resources.

V. EPA will recommend pilot studies for any mitigative action which has not been scientifically demonstrated to be successful and/or about which there is significant resource agency uncertainty. The pilot studies must be completed, the results reviewed, and the mitigation plan accepted as viable by EPA and appropriate state and federal resource agencies before Region X will agree to the proposed discharge.

VI. EPA will actively promote and support monitoring for all mitigative actions for habitat creation, enhancement or restoration. The period of monitoring will be determined on a case-by-case basis in consultation with appropriate state and federal resource agencies, and will be of sufficient length to adequately assess project success.

VII. Where feasible, EPA will recommend and actively promote the fee title transfer of mitigation sites to the state or federal resource agency with management responsibility for the created or preserved aquatic habitat.

VIII. EPA will actively promote and support mitigation banking and will provide technical assistance to federal and state agencies seeking to establish a banking program. EPA will not support the use of a mitigation bank to justify a project which is not otherwise in compliance with the 404(b)(1) Guidelines.

IX. EPA will actively promote and provide technical support for research on unproven but promising mitigation methods.

X. EPA will actively promote the inclusion of mitigation as an integral part of projects permitted under Section 404 of the Clean Water Act. EPA will recommend denial of a permit for any project which does not include an acceptable mitigation plan. EPA will recommend denial of 404 permits unless it is clear that the permitting authority (the state or Corps of Engineers) can revoke or suspend the permit for failure to implement the acceptable mitigation.

XI. In order to evaluate the environmental impacts of and mitigation required for dredge and fill projects, EPA will require information on impacts as delineated in 40 CFR 230.11. EPA will then evaluate project compliance with the 404(b)(1) Guidelines. If the project does not include appropriate and practicable steps to minimize potential adverse impacts on the aquatic ecosystem, EPA will recommend denial of the 404 permit and shall state the reasons, in writing, to the permitting authority and the applicant. Where feasible, EPA will also recommend steps that may be taken to bring the project into compliance with the 404(b)(1) Guidelines.

XII. EPA will actively promote and support mitigation and appropriate penalties for violations of Section 301 of the Clean Water Act in the following sequence:

A. Complete site restoration (removal of dredged or fill material with appropriate functional value replacement) and civil or criminal penalties.

B. Creation of in-kind habitat at a nearby site (functional value replacement) with civil or criminal penalties.

C. Creation of in-kind habitat or other habitat (out-of-kind replacement) at a distant (functionally separated) site with civil or criminal penalties. Recommendations may include habitat enhancement.

D. Contribution to a mitigation banking fund of sufficient magnitude to purchase habitat of comparable quality (i.e. functional value) to that lost to the unauthorized fill, with civil or criminal penalties.

E. Appropriate civil or criminal penalties. The magnitude of the penalty should be based upon the value of the lost resource and the previous knowledge of the applicant. Where feasible, resource values will be based upon the contribution of the aquatic site over its natural lifetime to ecosystem functioning.

XIII. EPA will coordinate mitigation activities with the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the Corps of Engineers, and appropriate state and local agencies in order to maximize concensus and avoid duplication of effort.

XIV. EPA does not subscribe to any resource value tradeoff calculation that may be provided in the scientific or regulatory literature. The ecological characteristics of each aquatic site are unique and can only be mitigated by resource value judgments tailored to the site. EPA will cooperate with other resource agencies in developing site-specific mitigation plans and will abide by mitigation decisions made by resource agency representatives, provided such decisions are consistent with the 404(b)(1) Guidelines and other statutory or regulatory requirements. EPA may recommend different or additional mitigative actions.

XV. EPA will actively promote and support site restoration for abandoned projects in order to minimize long-term adverse environmental impacts. Recommended actions could include, but are not limited to, fill removal, vegetative plantings, fish restocking, and creation of functionally equivalent wildlife habitat.

XVI. EPA will actively promote pre-application conferences and field inspections to develop acceptable mitigation proposals, including the exploration of reasonable alternatives which avoid or minimize adverse environmental impacts on the aquatic ecosystem.

Ernesta B. Barnes
Regional Administrator

AUG 16 1984
Date

10,052

CON 19-4
Tualatin R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO

Date: January 24, 1985

To: Executive Department
Federal-Aid Coordination Unit

From: for Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2A
Section: Tualatin River O'Flow Structures
Highway: Fern Hill County Road (Forest Grove)
County: Washington

In accordance with Presidential Executive Order 12372, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 14, 1985.

JLG:me
Attachments

bc: D.E. Wilken, FHWA	W.J. Hart
R.N. Bothman	Reg. M Engr.: E.L. Hardt
R.C. Pool	Dis. 2A Maintenane Supervisor
J.B. Boyd (2)	Aeronautics Division
✓D.O. Christensen (3)	David Powers, Parks
Cam Gilmour	J.L. Gaither

RECEIVED
JAN 25 1985
ROAD DESIGN SECTION

......RDE......
Cy FDE......
Cy LE......
Cy SE......
...FPC...
......PDE......
......LFE......
......GTE......

...... BPC ......
...... FDS ......
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Return To......
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1 [illegible] S

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #			Page One
02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Gary Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Tualatin River O'Flow Structures BRS-A677(3)			
11	12] PROJECT LOCATION—CITY Fern Hill County Road (Forest Grove)	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace narrow timber bridges with culverts. (See attached Part 3 of Project
06 12] Prospectus and Project Map.) [71
07 12] [71
08 12] [71
09 12] [71
10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	255,200		- - -	63,800		319,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U.S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☐ 29 No ☐ 30 Date: IN TIP

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
March	14	1985

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 24, 1985

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
TUALATIN RIVER OVERFLOW STRUCTURES #13256, #13257, & #13258

REGION
Metro

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will impact less than one acre. No residential or commercial displacements will be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The forest Grove Comprehensive Plan recognizes the area around Fern Hill Road as a flood plain. There are sewage lagoons on the east side, separated from the roadway by a dike that is higher than the roadway. Agricultural fields on the west drain under the bridges into a ditch that borders the dike. Drainage is constrained by the dike and a 48-inch culvert under Geiger Road, and the replacement of the three bridge structures by 36-inch pipes is not expected to impede drainage further. The project is consistent with the city's designation of Fern Hill Road as a collector route and would have no effect on adjacent land use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This is a major route for adjacent farms. Load limits on the existing structures force trucks and heavy farm equipment to detour to other routes. The bridges are too narrow to permit 2-way traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The project would replace three bridges spanning drainage ditches with culverts. There is standing water with wetland vegetation under the structures that would be disturbed by construction. Approximately 1/4 acre of wetland vegetation would be affected, but it is expected that about half of this would regenerate, in areas that are not filled in. These wetlands are not considered significant and no mitigation is proposed.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

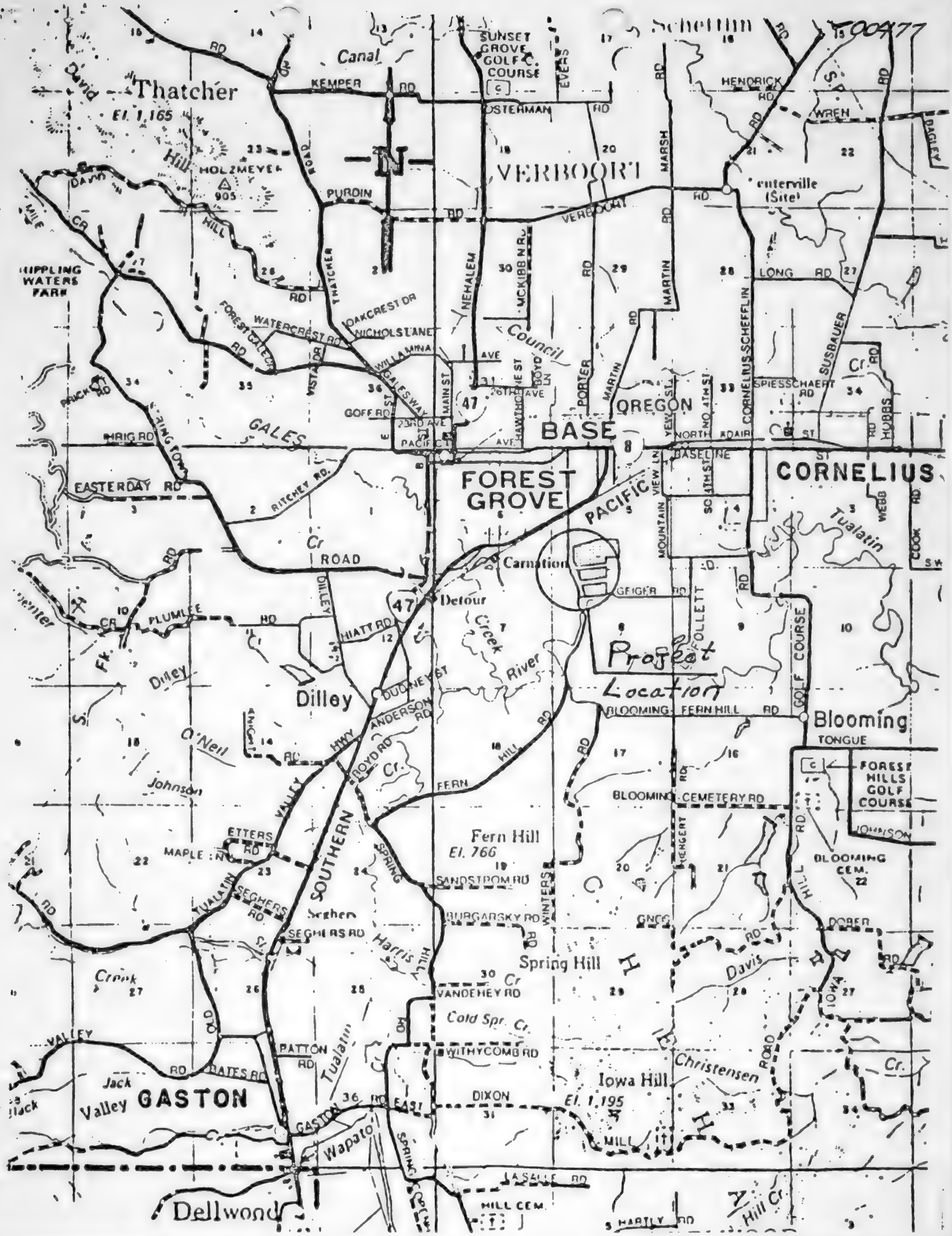
The wetland vegetation that would be affected by construction is small compared to similar vegetation nearby. No special drainage problems are expected to occur with the project. No significant impacts will result from the proposed bridge replacements.

OTHER DOCUMENTATION

PREPARED BY
X Bernice Tannenbaum

TELEPHONE NUMBER
653-3222

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


T-00477
Thatcher
El. 1,165
David Hill
HOLZMEYER
905
Canal
KEMPER RD
SUNSET GROVE GOLF C. COURSE
OSTERMAN RD
EVERS
Schefflin
HENDRICK RD
WREN
VERBOORT
MARSH
Centerville (Site)
PURDIN
THATCHER
VERBOORT RD
NEHALEM
MCKIBBIN RD
MARTIN
LONG RD
SUSBAUER
RIPPLING WATERS PARK
WATERCREST RD
OAKCREST DR
NICHOLS LANE
WILLAMINA
FOREST GALE DR
GALES WAY
Council
PORTER
CORNELIUS-SCHEFFLIN
SPIESSCHAERT RD
HUBBS
PRICKETT RD
HERRINGTON
GOFF RD
23RD AVE
PACIFIC
MAIN ST
47
OREGON
BASE
8
NORTH ADAIR ST
BASELINE
GALES
HAIG RD
FOREST GROVE
CORNELIUS
EASTERDAY RD
RITCHEY RD.
MOUNTAIN VIEW LN
SO 4TH ST
WEBB RD
COOK
Tualatin
Cr
ROAD
Carnation
GEIGER RD
FOLLETT
GOLF COURSE
Detour
DILLEY
HIATT RD
PLUMLEE RD
Creek
River
Project Location
Dilley
DUDNEY ST
ANDERSON RD
BLOOMING - FERN HILL RD
Blooming
TONGUE
O'Neil
Johnson
HWY
BOYD RD
Cr.
HILL RD
FERN
BLOOMING CEMETERY RD
FOREST HILLS GOLF COURSE
JOHNSON
VALLEY
SOUTHERN
ETTERS RD
MAPLE
Fern Hill
El. 766
SPRING
SANDSTROM RD
WINTERS
HERGERT
BLOOMING CEM.
TUALATIN
SEGHERS RD
Seghers
BURGARSKY RD
GNOS
DOBER
Harris
Spring Hill
Davis
Creek
Cr
VANDEHEY RD
IOWA
Cold Spr. Cr.
OLD
PATTON RD
WITHYCOMB RD
Christensen
ROAD
Jack
BATES RD
Tualatin
Iowa Hill
El. 1,195
Valley
GASTON
DIXON
EAST
GASTON
Wapato
SPRING
MILL
LA SALLE RD
Dellwood
HILL CEM.
HARTLY RD
Hill Cr.

[illegible]

CON 19-1
Tualatin R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

January 22, 1985

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Tualatin River Overflow Structures #13256, #13257, & #13258
Fern Hill Road
Washington County
BRS-A677(3)

Dear Mr. Wilken:

Attached is a (revised from 2-25-80 Statewide assessment) project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Eb Engelking
for Campbell M. Gilmour, Manager
Environmental Section

CG:lm

Attachments (4)

[illegible]

Richard R. Powell 1/30/85
For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
February 5, 1985

cc:
J. B. Boyd (3)
D. O. Christensen (
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
Bob Pool
Local Programs Unit
Kit Leshk
Ron Noble
General Files
E. L. Hardt
Jef Kaiser
Clarence Eshelmen
District 2A
Don Keyes (8)

Form 734-3122

CON 19-1

Tualatin R.

NIG

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9032(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington
3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
4. PROGRAM NO.
5. ITEM NO. 30087
6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-7-85
8. FEDERAL ROUTE NUMBER FAU 9032
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: TUALATIN RIVER O'FLOW BRIDGE SECTION
11. GENERAL DESCRIPTION OF WORK Withdraw PS&E authorization
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

Project authorization withdrawn by FHWA pending submittal of revised PS&E documents.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR
Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 1/15

14. DATE 1/10/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible] for
16. TITLE Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,052

PROJECT PROSPECTUS
PART 1 — ROJECT REQUEST

10167

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00477

SECTION Tualatin River O'Flow Structures #13256, 13257, & 13258			REGION Metro Region
TATE HIGHWAY # 0539	HIGHWAY NAME 1-2-85	MILE POST FROM TO	LENGTH
☐ URBAN ☐ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME Fern Hill Road
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 0	GRADING	(✓)	✓	FILES drainage easements	(#)	1
RIGHT OF WAY easements		$ by County	PAVING	(✓)	✓	ACRES	(#)	0.1
ROADWAY	$ 120		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 5					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	A
40% ENGINEERING CONTINGENCIES	$ 25		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 150	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85	RECOMMENDED FUNDING SOURCE HBR-C	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	3	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1000	1000
YEAR OF AVERAGE Y TRAFFIC		

DEFINE THE PROBLEM

Load limits have been imposed on the bridges due to structural deficiencies. The roadway width is insufficient

PROPOSED SOLUTION

Replace the three bridges with culvert pipes.

STED, REGION ENGINEER X	DATE 1/2/85
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 1 — PRO~~ECT REQUEST (Cont.) 10167

SEE INSTRUCTIONS ON REVERSE

	KEY ID # 00477
SECTION Tualatin River O'Flow Structures #13256, 13257, 13258	REGION Metro Region

PROJECT JUSTIFICATION

Three existing wood structures are deficient to the extent that load limits have been imposed. Sewage lagoons have been constructed in a location that limits flow through these structures. The roadway width on all three structures is insufficient for two-way traffic.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS 10167

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00477

SECTION Tualatin River O'Flow Structures #13256, 13257, 13258

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS		OLD (#) NEW (#)	
						UTILITIES		(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	

COMPANIES

PGE	sewer
GTE	irrigation

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10	×	10							
				2			12		12			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

existing STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	50	20 } REMOVE		BRIDGE 5			
BRIDGE 2	60	20		BRIDGE 6			
BRIDGE 3	95	20		BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

10,052

10167

STATE OF OREGON **INTEROFFICE MEMO**

TO:	GARY POTTER, Manager Program Section	DATE:	January 2, 1985
FROM:	THEODORE A. SPENCE Plan and Program Manager		
SUBJECT:	Tualatin River O'Flow Structures #13256, 13257, and 13258 Fern Hill Road Washington County		

Here is our programming packet for replacing three deficient wooden bridges with culvert pipes. This project request amends a project request submitted in March 1983. The new proposal changes our original request in two ways: 1) it adds another structure (#13256) to the proposed improvement list, and 2) it changes the project proposal from two bridge replacements to replacing bridges with culverts in three locations.

Recommended funding source is HBR.

This project was added to MSD's TIP by Resolution #84-528. The Metro Environmental Unit has identified this project as a Class 2 Categorical Exclusion.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

Please request FHWA approval and obligation of funds for preliminary engineering at this time.

TAS:KLB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachments

cc: Prog. sec.
Fed aid
Loc. prog.
Loc.
Environ.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 03 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,052

CON 19-1
Tualatin
R

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRM-9032(1)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-27-84

4. PROGRAM NO.

5. ITEM NO. 30087

2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/27/84

8. FEDERAL ROUTE NUMBER FAU 9032

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Tualatin River O'Flow Brdige Section

11. GENERAL DESCRIPTION OF WORK

Grade, Drain and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 12/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $155,526; Federal Funds $124,420.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig to Potter
1/15

14. DATE 12/27/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-4

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A677(3) Tualatin R.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30087

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/10/84

8. FEDERAL ROUTE NUMBER Secondary A677

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Tualatin River O"Flow (Fern Hill Road) Bridges

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/4/84 the program change adding bridge No. 13256-000-00975 to the character of proposed work is approved with no increase in funding.

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
12/19

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

CON 79-1
Tualatin
R. 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 4, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30087
Project No. BRS-A677(3)
Tualatin River O'Flow (Fern Hill Rd.) Brs. Sec.
County Road
Washington County

#13256, 57, 58

I request your approval for a program change to increase the scope of work to include Bridge No. 13256 on Fern Hill Road which has a Sufficiency Rating of 44.5.

Approval of this request will not increase the Federal Fund Obligation at this time.

DRH:me
cc: General Files

10,052 11-28-84

Section Tualatin River O'Flow Bridge Programming Estimate $ 300.000
Highway Fern Hill Road Project Length 0.28
County Washington Completion Time 45 cal. days or not later than June 30, 1985
Kind of Work Grading & Paving Est. Comp. Date
Prefix 534-1953 Letting Date Jan 24, 1985 Project No. BPM-9032(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 133,927 –
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1,600	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	500	
State Furnished ______		
Roadside Seeding & Mulching	1,000	$ 3,100 –
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 137,027.00
Contingencies (4-1/2%)		6,166.22
Engineering (8, [✓ 9,] 10%)		12,332.43
Subtotal		$ 155,525.65
Credit for ______		–
Estimated Net Authorization, Construction		$ 155,525.65

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Tualatin River O'Flow Bridge		COUNTY Washington	SHEET 1	OF 2
KIND OF WORK Grading & Paving	KEY NUMBER	LENGTH 0.28	DATE 11-12-84	NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	11/28/84 MLW					
	ESTIMATE					
	11/28/85					
	Mobilization		All	All		10,300.00
	Temporary Protection and Direction of Traffic		All	All	—	2,500 —
	Temporary Signs		Sq.Ft.	245 ~~234~~	6 —	1,470 — ~~1,404.00~~
	Temporary Barricades		Each	4	70 —	280.00
	Temporary Concrete Barriers, Refectorized		Lin.Ft.	75	16 —	1,200.00
	Flaggers		Hour	20	17 —	340.00
	Roadwork					
	Clearing and Grubbing		All	All	—	1,500.00
	Removal of Structures and Obstructions		All	All	—	20,500.00
	Ditch Excavation		Cu.Yd.	135	8 —	1,080.00
	General Excavation		Cu.Yd.	2360	5.60	13,216.00
	Trench Excavation		Cu.Yd.	170	10.00	1,700.00
	Watering		M-Gal.	120	15 —	1,800.00
	1"-0 Aggregate Base		Ton	4,150	8 —	33,200.00
	Class "C" Asphalt Concrete		Ton	1,030	32 —	32,960.00
	24-inch Culvert Pipe		Lin.Ft.	112 ~~52~~	24 —	2,688

734-1736 (REV. 2-84)

SUMMARY–BID SCHEDULE–COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Tualatin River O'Flow Bridge		COUNTY Washington		SHEET 2 OF 2
KIND OF WORK Grading & Paving	KEY NUMBER	LENGTH 0.28	DATE 11-19-84	NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	36-inch Culvert Pipe		Lin. Ft.	~~136~~ 158	36-	5,688.00
	Bedding Material		Cu. Yd.	15	15-	225.00
	Extra for Asphalt Approaches		Each	1	200-	200.00
	Paved Culvert End Slopes		Sq. Ft.	308	10-	3,090.00
						$133,927-

734-1736 (REV. 2-84)

10,052

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

November 21, 1984

In Reply Refer To
File No.: 10167

RICK DANIELS, Director of Land Use & Planning
Washington County
150 North First Street
Hillsboro, OR 97124

Subject: PROPOSED AGREEMENT
Project Name: Tualatin River Overflow Bridges
Funding: HBR
County: Washington

Attached are three bound copies and one unbound information copy of a proposed agreement covering the addition of bridge No. 13256 to the subject project. Would you please review this with your staff and with other affected County personnel and if it is satisfactory, secure the necessary signatures and return the bound, signed copies to me at this office. The unbound copy may be retained for reference. After final action by the Highway Division, fully executed copies will be distributed.

If you have any questions, please do not hesitate to call.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ed Marges

Attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 23 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

FEDERAL AID PROJECT REQUEST

Date November 9, 1984

Applicant Agency Washington County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR On-System X

Federal Aid Route No. A 677 Route Name Fern Hill Road

Project Name Tualatin River Overflow -(Fern Hill Road bridge)

Project Length ____ Project Location (Attached Sketch Map)

Project Description Replace existing 3 span timber bridge that was built in 1950 with a new 36" CMP culvert. The existing bridge has a load limit and is restricted to one way traffic for travel. The roadway will be widened at the bridge location. The alternate is to replace the bridge in kind.

Average Daily Traffic 1,000 Design Speed 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach Sketch)

Width 20' Travel Lanes 2 Shoulders 0

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach Sketch)

Width 28' Travel Lanes 2 12' Shoulders 2'

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ________ No X

3. Will additional right-of-way be needed? Yes ________ No X
If answer is "yes", will cost of right-of-way be subject to Federal reimbursement? Yes ________ No ________
Remarks ________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
N/A

2. Proposed Signalization:
Location: N/A
Type:
Phases:
Type of Suspension:
Interconnected:
Remarks

3. Permanent Signing:
Include in project or by applicant? By applicant

4. Permanent Striping:
Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:
N/A

2. Proposed Illimination:

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 1¼ mile south of Highway 8

Type 3 span wood structure

Approach Roadway Width 20' Shoulder Width 0

Length 56' Width 20'

To remain in place? No

2. Proposed Structure:

Location Same

Approximate Size: Length 36" CMP 35 ft. Width 28 ft. roadway

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ___ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered? ______________________

Remarks ______________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Richard A. Daniels, Director, Land Use & Transportation Office
2. Environmental — Same Office
3. Public Hearing — Same Office

Remarks ______________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ________ State X Consultant ________

2. Project construction engineering to be performed by:

   Applicant ________ State X Consultant ________

3. Will applicant perform any work prior to or after award of contract?

   Yes ____ No X

   If "yes", describe briefly: ______________________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way Costs (if participating)	$
Traffic Control	$
Illumination	$
Structure	$ 15,000
Railroad	$
Other	$ 4,000
Preliminary Engineering	
PROJECT TOTAL	$ 29,000

Remarks The road area between the structures should also be constructed.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

Washington County COUNTY

BY

BY Richard A. Daniels, Director

BY Land Use and Transportation

BY

BY

[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
DES 23
13256

TO: H. S. Coulter
State Highway Engineer

DATE: August 1, 1984

FROM: ES Hunter
E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Addition to Highway Bridge Replacement Program

A request has been received from Washington County to add the replacement of Bridge 13256 on Fern Hill Road to the Highway Bridge Replacement Program. This request has been reviewed and the bridge is a viable addition to the program. Its current Sufficiency Rating is 44.5.

It is proposed to add this structure replacement to the project replacing Bridges 13257 and 13258 also on Fern Hill Road. It is anticipated that this project will be ready for contract letting in May 1985. By including this additional bridge replacement with the other two, savings can be made in cost at construction for all three.

The cost of this replacement is estimated to be $41,000. Due to favorable bids on other HBR projects, funds are available to cover this addition to the program.

Please review this request and if you concur, approve the addition of this bridge to the HBR Program under delegated authority.

cc R. N. Bothman
W. E. Schwartz
Walt Hart
Gary Potter
Ed Hardt

APPROVED
HS Coulter
STATE HIGHWAY ENGINEER
Date 8/3/84

NOTED
W. E. SCHWARTZ

ESH:JEC:jrb ja

[illegible] [illegible]
Hunter
cc [illegible]
8-3-84

81-125-1387

10,052 6 10167

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: W. J. Hart
Bridge Engineer

DATE: July 24, 1984

FROM: Wayne F. Cobine
Federal Aid Engineer

SUBJECT: Tualatin River O'Flow Structures
Fern Hill Road
Washington County
Bridge No. 13256

Attached is a letter from Washington County indicating that they would like to add Bridge No. 13256 on Fern Hill Road to the existing HBR project for replacement of Bridges Nos. 13257 and 13258. Currently these projects are scheduled to be ready for contract letting in May of 1985.

According to John Wood the sufficiency rating for Bridge No. 13256 is 44.5 using the most recent inspection data as noted in John's letter of July 12. If you agree with the addition of this bridge to the project you should take the necessary steps to obtain approval for addition to the program and at that point we will make a amendment to the agreement with Washington County and request the additional programming data and advance deposit to begin preliminary engineering.

WFC:pf
Attachment

cc: Gary A. Potter
Wayne Schulte, Metro Region
John Wood

Sent copy to Dunn
7/26/84
WS

81-125-1387

7/26
W.S.

10,052

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Tualatin River Overflow Bridges (2)
Date June 5, 1984
Highway: Fern Hill Rd. (FAS A677)
Ten Year Traffic Coefficient 6.8
County: Washington
18 kip EAL's per day 26
Prefix: 534-1953
R Value 10
Project Manager: Curt Duval
Frost Penetration ----
CBE Total Requirement 22.0'

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface and Base	8.0"
14.0"	Aggregate Base (1.0"-0)	14.0"
18.0"		22.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Program Section ✓
Federal Aid Specialist

PROGRAM SECTION
MANAGER GD PROJECT UNIT ✓
JUN 8 1984
MAN. ASSIST. PROGRAM UNIT
REFER TO Shelton & File
FOR Info

10,052

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 3-27-84

Subject: Federal Aid Project No. BRS-A677(3) Prefix: 34-1955
Project Name Tualatin River Overflow Bridges (2)
Fern Hill Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 27th day of March 1984

County of WASHINGTON

Wes Myllenbeck
~~County Judge~~/Chairman
Board of Commissioners for
Washington County

Commissioner

Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 4-10-84

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 84-116
DATE 3-27-84
BY Marilyn A. Gulsinger
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

10,052

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to the File

DATE: January 8, 1984

FROM: Michael K. Shultz
Mike K. Shultz
Rural Program Coordinator

SUBJECT: Tualatin River O'flow Structures
#13256, 13257 & 13258
Washington County
HBR ON -System Funding

The subject project was approved by H.S. Coulter August 8, 1984 in the Highway Bridge Replacement Program through 1987. The subject project is shown as a 1985 Off-Systems Local Project.

Bridge #13256 was added to this project on August 8, 1984. The state will write right of way descriptions and the county will acquire needed easements. Preliminary and construction engineering will be provided by the state. The state will provide a bridge design, plans and specifications at no cost to the county under ORS 366.155(K). Enclosed are the Project Prospectus forms for distribution.

MKS:bkb
Attachments
cc: Hank Wakerlig- Please add to PCS.
    Wayne F. Cobine - Please program with FHWA.
    R.C. Pool
    J.B. Boyd
    Don Aman
    Cam Gilmour
    George Strawn
    Cost & Records Spec. (Location)
    L.E. George, w/attach
    W.J. Hart, w/attach
    R. Trygstad, w/attach
    R. Kuehn, w/attach
    T.W. Litchfield, w/attach
    Ron Noble, w/attach
    Ed Hardt, Metro Region
    Curt Duval, Metro Region
    Wayne Schulte, Metro Region

10,052

STATE OF OREGON **INTEROFFICE MEMO**

TO: FRANK TERPIN
Location Engineer - Salem

DATE: August 29, 1983

Curtis H. Duval

FROM: CURTIS H. DUVAL
Metro Location Manager

File: 534-1953

SUBJECT: Tualatin River O'Flow Bridge
Washington County

Attached is a letter from Mike Borresen, Operation's Manager for Washington County, requesting a third structure to be replaced with a pipe be added to the project. The field work, including the third bridge, was submitted Friday, the 26th.

This has been discussed and verbally approved by Cliff Christianson of F.H.W.A.

Yes

pa

Attachment

cc Jim McClure
E. J. Dunn

RECEIVED
SEP 01 1983
LOCATION
SECTION

NOTED
F. E. TERPIN

81-125-1387

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

August 12, 1983

RECEIVED
AUG 16 1983
LOC. ENGR.

Curt Duvall
Location Manager
ODOT
9002 Se McLoughlin Blvd.
Milwaukie, OR 97222

RE: Fern Hill Bridges

Dear Curt:

We currently have two separate Federally approved projects to replace bridges on Fern Hill Road using HBR funds. Completion of both projects will still leave one weight limited bridge at the north end of the newest project.

Please extend the newest project to include the third bridge on the north end and connect to the new road approach for the Tualatin River bridge on the south end. I understand from E. J. Dunn that the cost estimate for this project with the additional work is approximately $170,000.00. The HBR project was approved for $250,000.00.

Thank you for your assistance in resolving the problems we have been experiencing trying to replace these four bridges.

Sincerely;

Michael A Borresen

Michael A. Borresen, PE
Operations Manager

MAB:lmb

cc: E. J. Dunn

10,052

August 24, 1983

PRO-ACC

Larry Rice
Director of Public Works
Washington County
150 North First
Hillsboro, OR 97123

Dear Mr. Rice:

SUBJECT: Tualatin River Overflow Bridges (2)
Fern Hill Road FAS-A677
Project No. BRS-A677(~~1~~)3

We have received Federal Highway Administration approval for the P.E. for this project.

According to our Agreement No. 7857 the County now is to make an advance deposit for their share of the costs for the P.E. for this project. Which is as follows:

Total P.E. Costs	$34,200.00
Federal Share (80%)	27,360.00
County Share (20%)	$ 6,840.00

Rec'd 9-15-83

When we receive this advance deposit, in the amount of $6,840.00, we will proceed with the engineering.

Would you please make your advance deposit either by check to the Oregon State Highway Division or to the State Investment Pool. An example of the Power of Attorney for the Highway Division's use is attached.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

for Gary A. Potter, Manager
Program Section

HR:pf
Attachment
bcc w/AD # 83-73: Jon Rose, Metro Region
Vern Skoog - Please return completed AD #83-73 when advance deposit is received.

10,052

TUALATIN RIVER OVERFLOW BRIDGES

Fern Hill Road
Washington County

August 12, 1983
Prefix 534[illegible]1953

Narrative Report

The initial proposal was to replace two deficient timber bridges at an estimated cost of $207,000. There are three deficient timber bridges within a quarter-mile tangent section that function as overflow structures.

This proposal is to replace the three bridges at a cost of $164,000 with culvert pipes which will not alter the current drainage pattern or restrict the field-drainage system to the west of this project. The reason for recommending culvert pipes is that there is a dike immediately downstream from these bridges (enclosing sewage lagoons) that diverts all water to a 48-inch culvert pipe at Geiger Road. Flow through the structures at near-peak flood this spring was observed to be extremely sluggish. The extent of the field-drainage system is unknown (only one outfall was located).

A clearing and grubbing chart was not prepared. This item consists of berry vines and light brush throughout the project.

Temporary work-area easements and permanent-drainage easements are required at four locations, as shown on the detail map.

The alignment and grades are to remain substantially the same as now exists. It is proposed that the fill material required, due to roadway widening, be obtained by excavation of the existing roadbed. No provision for recycling of asphaltic materials is provided, due to the small quantity involved.

After the anticipated field work was completed, it was decided to extend the project southerly to connect with the Tualatin River Bridge project. Due to the short distance and level terrain, earthwork quantities were estimated for this small area.

For traffic control, it is proposed that the road be closed and the county concurs. Also, it is suggested that the contractor be encouraged to expedite the construction by imposition of a substantial penalty for each day the road is closed beyond a specified time (suggest 30 days). There is a short area southerly of Geiger Road which will have to be constructed under traffic; i.e., flagment with radios.

This proposal has been reviewed by the county (Mike Borreson) and verbally approved.

Leo G. Goldsby
Asst. Proj. Mgr.

ODOT:Highway
E. J. Dunn
ebg

10052

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

July ~~19~~ 20, 1983

7-131-83

METRO BRANCH
PROGRAM MANAGEMENT UNIT

JUL 20 REC'D

Mr. Jon Rose
Federal Aid Specialist
ODOT
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: Preliminary Engineering & Construction
Finance Agreement - Tualatin River Overflow
Bridge #13257 & #13258, Fern Hill Road

Dear Mr. Rose:

The enclosed agreements for the above mentioned bridge replacements were authorized by the Board of County Commissioners on July 12th, 1983, Minute Order #83-387. Would you please circulate the agreements for the remaining signatures and return one original to me.

Thank you for your prompt attention to this matter.

Should you have any questions, please feel free to contact me at 648-8738.

Sincerely,

Stephen Biddle
ephen Biddle
oject Coordinator

rtunity employer

From Metro JON ROSE
Date 7-20-83
To BUZ SWAN
[✓ Prog. Mgmt.] Traffic Region I Accounting
Comments: Here are 3 copies of the agreement for the Tualatin River Overflow HBR project, signed by Washington County officials and approved by the Metro Region Engr. Please forward for final processing. Jon Rose

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5 ✓
JUL 21 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________________
FOR ________________________

10,052

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

June 16, 1983

METRO BRANCH
PROGRAM MANAGEMENT UNIT
JUN 17 REC'D

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 20 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Jon Rose
Federal Aid Specialist
Department of Transportation
Highway Div., Region I
9002 S.E. McLoughlin
Milwaukie, OR 97222

RE: Fern Hill Bridges #13258
and #13257

Jon:

As per your request, I am requesting that one of the following alternatives be accepted:

1) Fern Hill Bridges (#'s 13258 and 13257) have been accepted for replacement. The proposed replacement is to be one bridge and one culvert. The funding allocated is $353,000.00. After reviewing these two bridges, the County feels that both bridges could be replaced with culverts. There is a third bridge (#13256) that we originally requested be replaced with a bridge that we now feel can be replaced with a culvert. Washington County's estimate of bridge #13256, including engineering, was $177,000.00. The total would be $430,000.00. If these three bridges were to be replaced with culverts the price should fall within the $353,000 allocated for bridges #13258 and #13257. Washington County is requesting that bridge #13257 be included for replacement.

approved
1-19-82
6 YR HIP.

2) Through recent inspection of the Harrington Road bridges, deterioration has progressed quicker than was anticipated as can be seen by the attached inspection reports. Bridges 13271 and 13272 are in need of immediate replacement. Bridge #13271 has already been approved for replacement next year. Under this alternative, the County will do the necessary replacement of the three Fern Hill bridges (#13256, 13257, 13258) at our cost. In exchange, the two bridges (#13271 and 13272) on Harrington Road crossing over Dairy Creek and Bledsoe Creek would be moved into the Fern Hill bridges slot for replacement this year. Washington County's estimate on bridges #13271 and 13272, including engineering, is $303,000.00.

both sent for
delegated auth
in Bridge Program
7-1-83

We have received the agreements on the two Fern Hill bridges from the State Highway Department. You will find the agreement enclosed on the hope that one of our proposals will be considered and accepted. Our preference would be alternative #2, which would exchange the Fern Hill bridges with the Harrington Road bridges. Our second choice, #1, is to add the third Fern Hill bridge. If neither of these proposals are acceptable, please send the agreement, as typed, back and we will process them immediately so the work can commence.

Attached you will find a copy of the inspection reports and the inventory sheets which should put the sufficiency rating low enough to meet the necessary rating for replacement. Also, attached is the project request for the two bridges.

Also, I have discussed the survey work with our County Surveyor and he has indicated that there are certain portions of the survey work that he would like to perform. The County will do the initial right-of-way location and reference. They will also do the final drafting and prepare the establishments. If there is additional right-of-way or a realignment, the State will do this. If you have any questions on the survey work, please contact our County Surveyor, Chuck Pearson, at 640-3405.

If there is any item or problem that we may be of assistance, please contact us.

Sincerely,

Randy L. Lapo

Randy L. Lapo
Bridge Coordinator

mp
RLL:be
Enclosures

TO: Dale E. Wilken 10,052 Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO L[illegible]TION PROSPECTUS AND 4-21-83 REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO.	
				FED. S	STATE
Co. Rd. Approx. 1 1/4 mi. S. of Forest Grove "Tualatin Riv. O'flow (Fern Hill Rd.) Brs."	114	30087	BRS-A677(3)	A677	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Washington Code 067

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

- X All Phases
- ___ All Phases thru Final Envir. Document
  - X Incl. Archeological Salvage
  - X " Util. Preparatory Work
  - ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 34,200
FF 80%	$ 27,360
STATE	$ 1,600
Co.	$ 5,240

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

1) Enclosed is an "Authority for Survey" and project maps.
2) Included in the approved bridge replacement inventory list with sufficiency ratings of 23.5 for str # 13257 & 20.5 for str. #13258.

CL:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4-21-83	D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

10,052

PROJECT PROSPECTUS
PART 1 — OJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Tualatin River Overflow Bridges (2) 3-16-83			REGION Metro
STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM N/A TO	LENGTH 0.2 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME Fern Hill Road
ROUTE # N/A	FEDERAL AID # FAS A677	APPLICANT (IF OTHER THAN STATE) Washington County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 20		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 299		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ included above		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 319	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR (On-System)	RECOMMENDED PROGRAM YEAR FY 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	2	2
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1,000	1,000
YEAR OF AVERAGE DAILY TRAFFIC	1982	/1984

DEFINE THE PROBLEM

Two narrow timber bridges with load limits in effect.

PROPOSED SOLUTION

Replace two existing bridges, maintaining the same roadway alignment. Replacing with culverts is an alternative to new structures.

REQUESTED, REGION ENGINEER X Edward J Hardt	DATE 3/16/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Tualatin River Overflow Bridges (2)

REGION Metro

PROJECT JUSTIFICATION

This project is included in the approved FY 1984 Highway Bridge Replacement Program

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Tualatin River Overflow Bridges (2)

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	0	NEW (#)	0

PERMITS AND DOCUMENTS

UTILITIES: A (LIST BELOW)

COMPANIES
Portland General Electric
General Telephone
N.W. Natural Gas
Forest Grove Light & Power

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 45

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	-	-	-	10'	-	10'	-	-	-	-	-	-	-
-	-	-	-	2'	-	-	12'	-	12'	-	-	2'	-	-	-	-

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1812 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	Tualatin River Overflow Bridges (2)
REGION	Metro
AUTHORIZATION NO.	1
PREFIX	
DATE	

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 5000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	300		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	10,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	300		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	200		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS	$ | $
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

The State will perform all phases of preliminary engineering. Free County Bridge Design applies to this project.

PREPARED BY	DATE 3-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 3/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

Project Tualatin River Overflow Bridges (2)

Agency Washington County Date March 11, 1983

Type of Project Bridge Replacements

Funds SOS e(4) FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (x) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

10,052

10167

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Acting Program Management Engineer

DATE: March 14, 1983

FROM: T. A. SPENCE
Plan and Program Manager

SUBJECT: Tualatin River Overflow Bridges (2)
Fern Hill Road
Washington County

Here is our programming packet for the replacement of two bridges crossing the Tualatin River overflow on Fern Hill Road in Washington County. Included are two project requests, a project prospectus, and an agreement information sheet.

This is a Highway Bridge Replacement project sponsored by Washington County. It is included in the On-System Bridge Replacement Program for FY 1984.

OTC approved
1-19-82

The Metro Environmental Unit has classified this as a State-Wide Categorical Exclusion. Therefore, Part 3 of the Project Prospectus is not included in this programming packet.

Washington County has requested a roadway width of 28 feet for the replacement structures. This is less than federal standards; however, it is the same as the width of the recently contracted Tualatin River Bridge on Fern Hill Road, just south of this project. We have enclosed a copy of the justification letter from Washington County giving their reasons for requesting the 28-foot width on the Tualatin River Bridge. Since this was approved for the Tualatin River Bridge, we assume approval for these two adjacent structures as well.

We have made estimates for the region functions on the survey authority. The Location Section should add estimates for the Salem offices. Free County Bridge Design, function 927, applies on this project.

Please request FHWA approval for this project and obligation of the necessary federal funds for preliminary engineering.

po

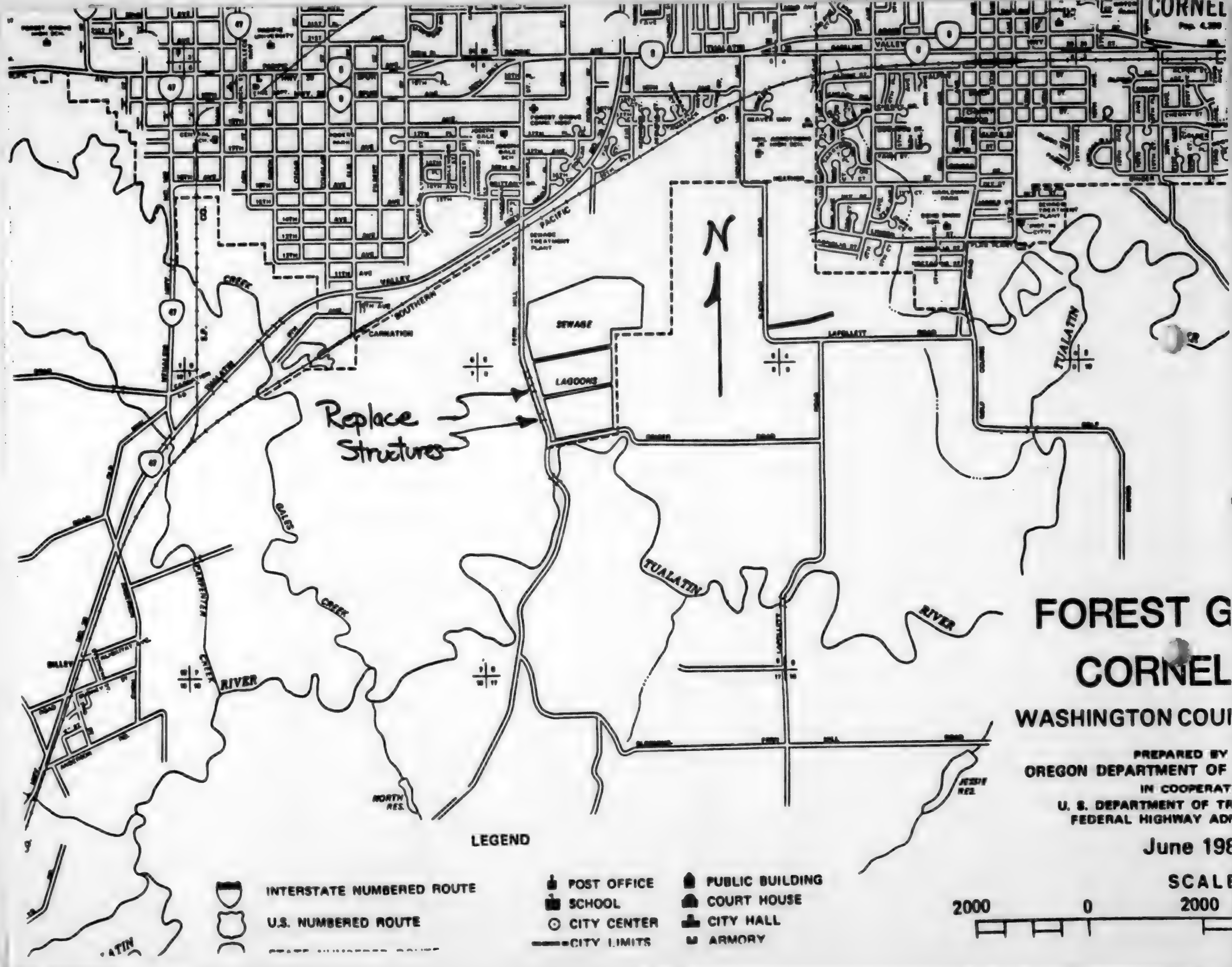
cc: Frank Terpin
Metro Project Development Units
Jon Rose
Robin Brooks

Attachments

D. E. Swan - Please Program & Update PMS
Robert N. Bothman
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
Cam Gilmour

R. Trygstad
Don Adams
Steve Macnab
Ed Johnson, Lab
Don Aman
Metro:
E. L. Hardt
T. Spence
J. Rose
Steve Green

a


CORNEL
N
Replace
Structures
SEWAGE
LAGOONS
PACIFIC
SOUTHERN
VALLEY
CARNATION
LAFOLLETT
TUALATIN
TUALATIN
RIVER
GALES
CREEK
CARPENTER
CREEK
RIVER
NORTH RES.
JESSIE RES.
FOREST G
CORNEL
WASHINGTON COU
PREPARED BY
OREGON DEPARTMENT OF
IN COOPERAT
U. S. DEPARTMENT OF TR
FEDERAL HIGHWAY AD
June 198
SCAL
2000
0
2000
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY

10,052

FEDERAL AID PROJECT REQUEST

Date JANUARY 19, 1983

Applicant Agency WASHINGTON COUNTY

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR ON-SYSTEM X

Federal Aid Route No. A-677 Route Name FERN HILL ROAD

Project Name TUALATIN RIVER OVERFLOW (FERN HILL ROAD BRIDGE) No. 13258

Project Length 480' Project Location (Attach sketch map)

Project Description

Average Daily Traffic 1,000 Design Speed 45

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes S Shoulders 0

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-12' Shoulders 2'

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

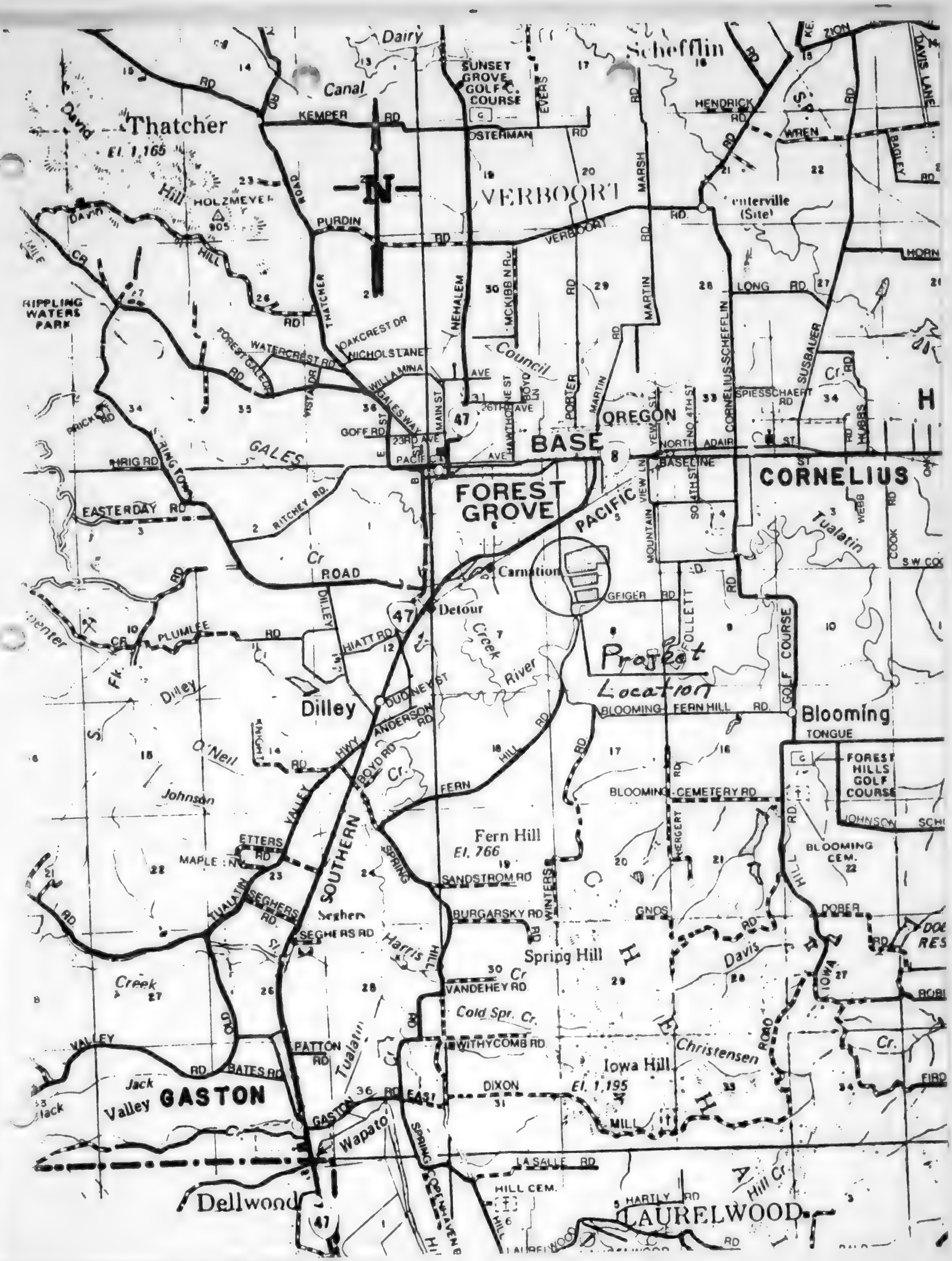
3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

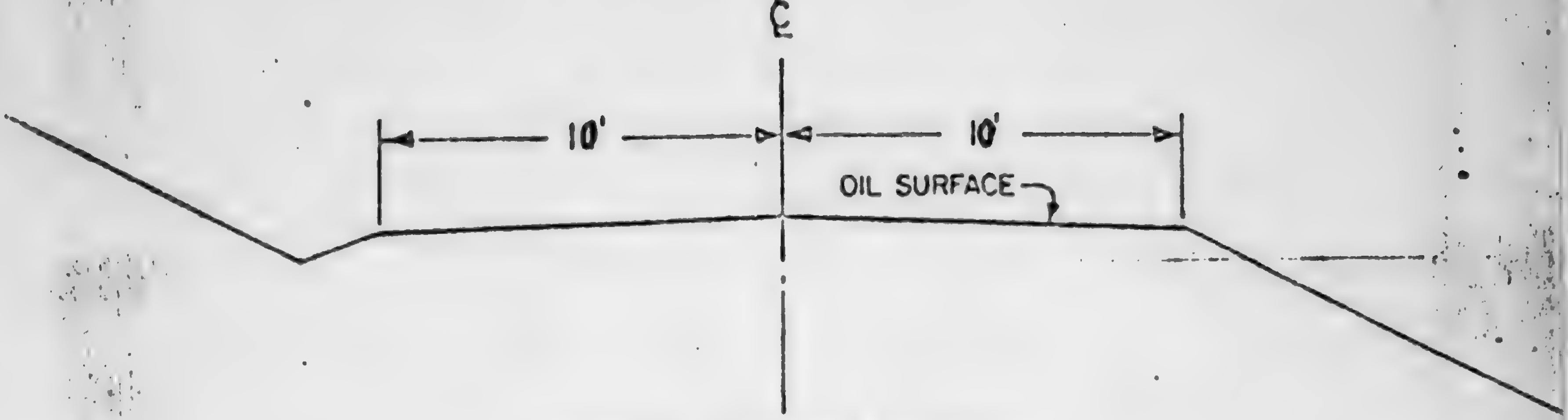
III. TRAFFIC CONTROL DATA N/A

1. Existing Signalization and Location:



Project Location

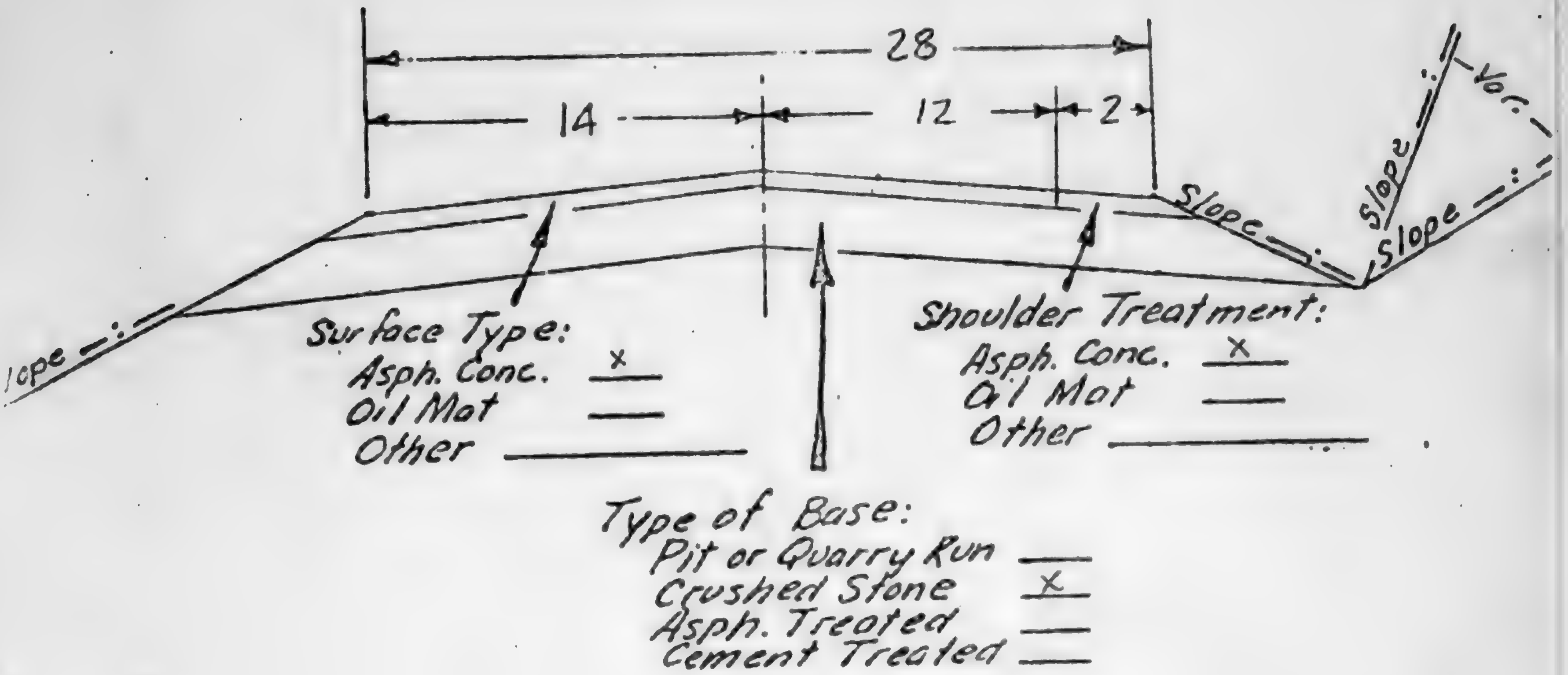
N
Thatcher
El. 1,165
David Hill
Holzmeyer
905
Dairy
Canal
Scheffin
Sunset Grove Golf C. Course
Verboort
Centerville (Site)
Kemper Rd
Osterman Rd
Purdin Rd
Verboort Rd
Hendrick
Wren
Long Rd
Rippling Waters Park
Council
Gales
Oregon
Base
8
Forest Grove
Cornelius
Pacific Ave
Baseline
North Adair St
Tualatin
Carnation
Detour
47
Creek
River
Dilley
Gales Cr Road
Easterday Rd
Ritchey Rd.
Plumlee Rd
Hiatt Rd
Dudney St
Geiger Rd
Follett
Golf Course
Blooming
Blooming-Fern Hill Rd.
Tongue
Forest Hills Golf Course
Blooming Cemetery Rd
Blooming Cem.
O'Neil
Johnson
Fern Hill
El. 766
Sandstrom Rd
Burgarsky Rd
Spring Hill
Chehalem
Southern Pacific
Seghers
Seghers Rd
Etters
Maple
Harris Cr
Vandehey Rd
Cold Spr. Cr.
Withycomb Rd
Patton Rd
Bates Rd
Jack Valley
Gaston
Dixon Mill
Iowa Hill
El. 1,195
Christensen
Davis
Wapato
Laurelwood
La Salle Rd
Hill Cem.
Dellwood
Hartly Rd
Hill Cr.


℄
10'
10'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

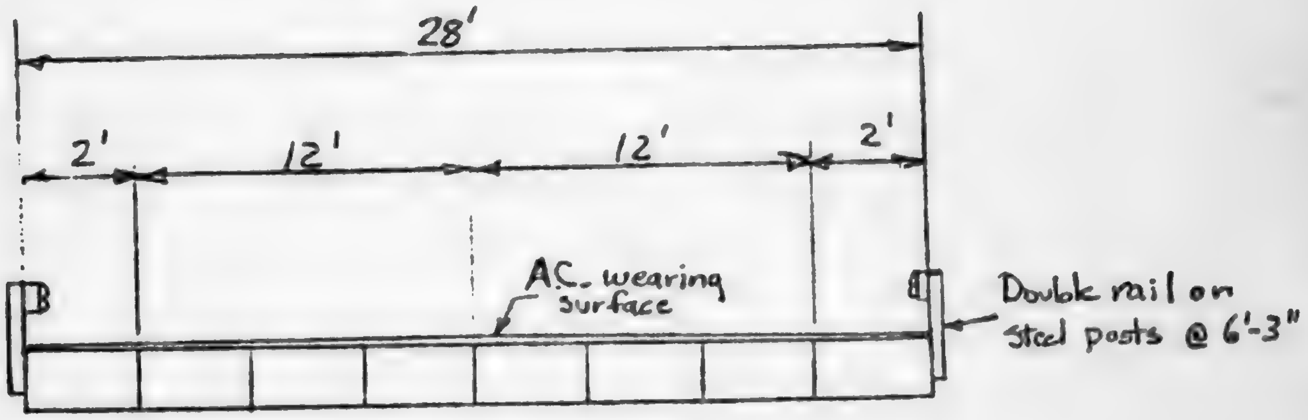

28
14
12
2
Slope
Slope
Slope
Var.
lope

Surface Type:
Asph. Conc. x
Oil Mat
Other

Shoulder Treatment:
Asph. Conc. x
Oil Mat
Other

Type of Base:
Pit or Quarry Run
Crushed Stone x
Asph. Treated
Cement Treated

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"

2. **Proposed Signalization:**

Location N/A

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? BY APPLICANT

4. **Permanent Striping:**

Include in project or by applicant? BY APPLICANT

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:** N/A

2. **Proposed Illumination:** N/A

Location
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1¼ MILE SOUTH OF HIGHWAY 8
Type 6 SPAN WOOD STRUCTURE
Approach Roadway Width 20' Shoulder Width 0
Length 94' Width 20'
To remain in place? NO

2. **Proposed Structure:**

Location SAME

Approximate Size: Length 65' Width 28'

Are sidewalk/bikeways desired: NO

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement LARRY RICE, DIRECTOR OF PUBLIC WORKS, WASHINGTON CO.
   Office
2. Environmental SAME
   Office
3. Public Hearing SAME
   Office

Remarks

III. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant____ State X Consultant____

3. Will applicant perform any work prior to or after award of contract?
Yes____ No X
If "yes," describe briefly:____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	167,000
Railroad	
Other____	
Preliminary engineering	25,000
PROJECT TOTAL	$ 202,000

Remarks THERE ARE THREE BRIDGES CLOSE TOGETHER. THE ROAD BETWEEN THE BRIDGES SHOULD ALSO BE CONSTRUCTED.

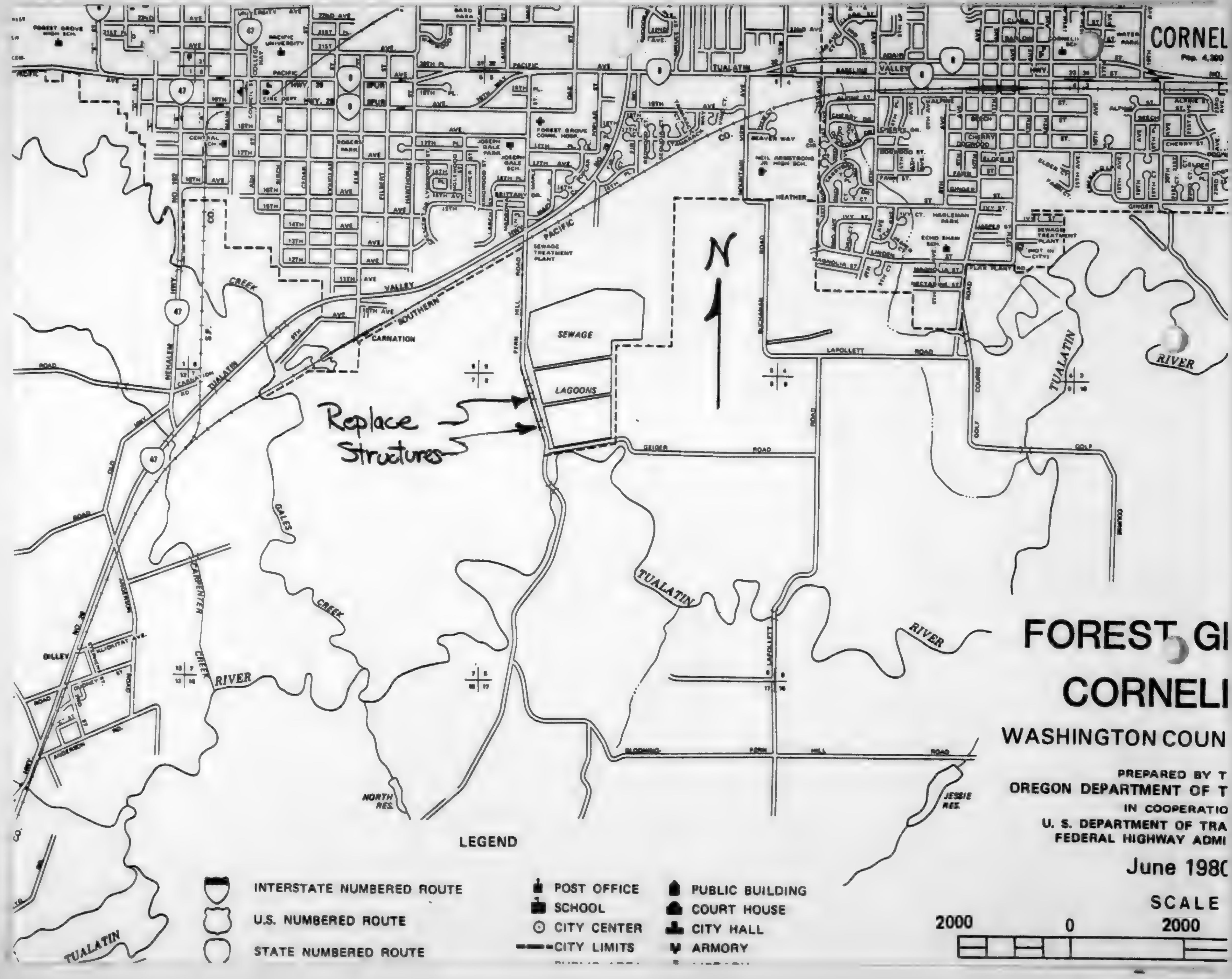
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____ and/or WASHINGTON COUNTY COUNTY

By____ By____

By____ By LARRY RICE Larry Rice

By DIRECTOR OF PUBLIC WORKS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WASHINGTON COUN
PREPARED BY T
OREGON DEPARTMENT OF T
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U. S. DEPARTMENT OF TRA
FEDERAL HIGHWAY ADMI
June 198
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2000
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
CORNEL
Pop. 4,380
N
Replace Structures
SEWAGE
LAGOONS
FERN HILL ROAD
GEIGER ROAD
LAFOLLETT ROAD
BUCHANAN ROAD
GOLF COURSE ROAD
BLOOMING FERN HILL ROAD
TUALATIN RIVER
GALES CREEK
CARPENTER CREEK
NORTH RES.
JESSIE RES.
SOUTHERN PACIFIC
VALLEY
CARNATION
NEHALEM HWY
PACIFIC UNIVERSITY
FOREST GROVE HIGH SCH.
FOREST GROVE COMM. HOSP.
NEIL ARMSTRONG JR HIGH SCH.
ECHO SHAW SCH.
SEWAGE TREATMENT PLANT
SEWAGE TREATMENT PLANT (NOT IN CITY)
47
8
DILLEY

10 952

FEDERAL AID PROJECT REQUEST

Date January 19, 1983

Applicant Agency Washington County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR On-System X

Federal Aid Route No. A-677 **Route Name** Fern Hill Road

Project Name Tualatin River Overflow (Fern Hill) No. 13257

Project Length 390 feet **Project Location (Attach sketch map)**

Project Description Replace existing 48 foot wood structure with series of culverts and approaches both sides of structure.

Average Daily Traffic 1,000 **Design Speed** 45MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 feet Travel Lanes 2 Shoulders 0

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 feet Travel Lanes 2 - 12' Shoulders 2'

Medians No Parking No

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

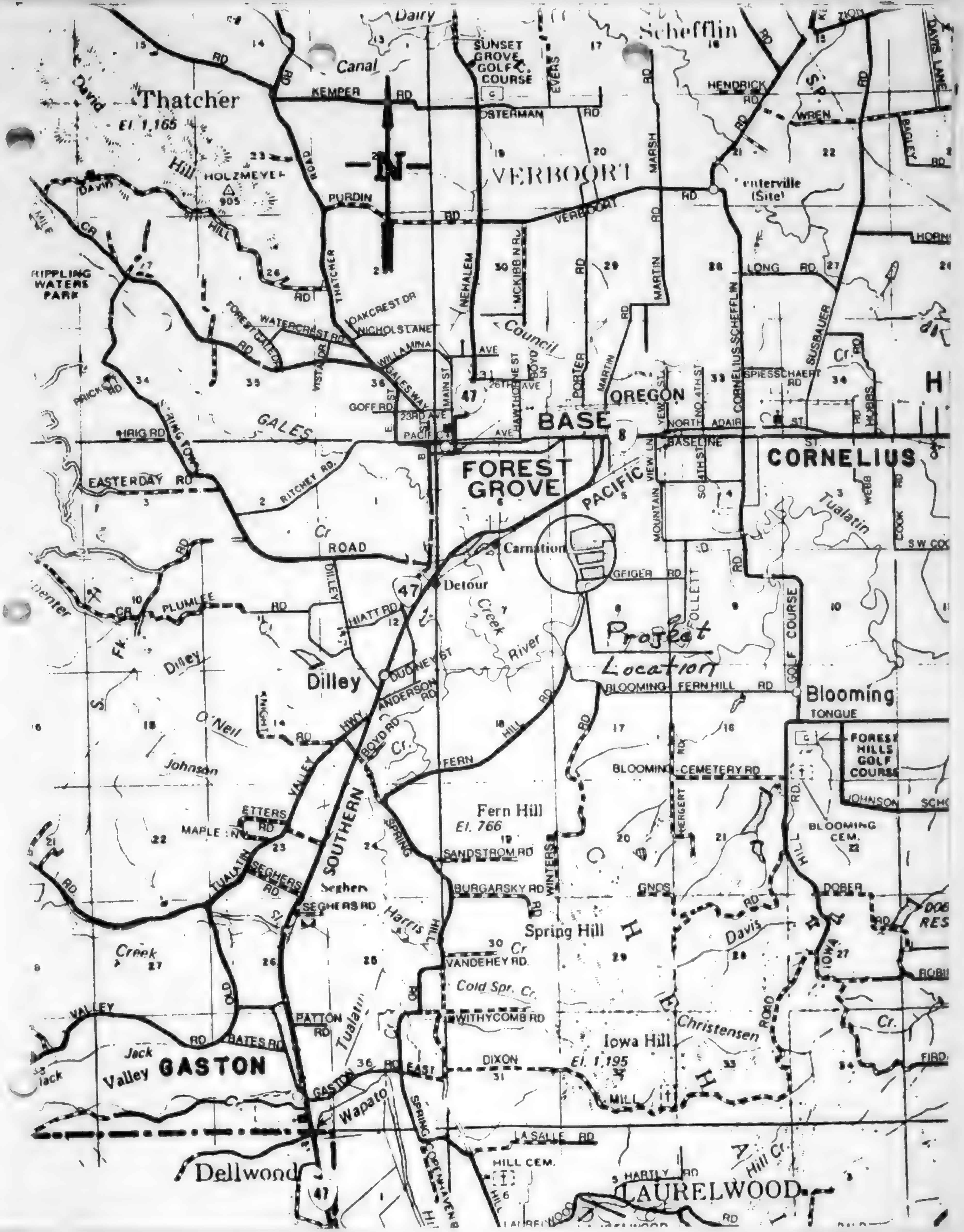
General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

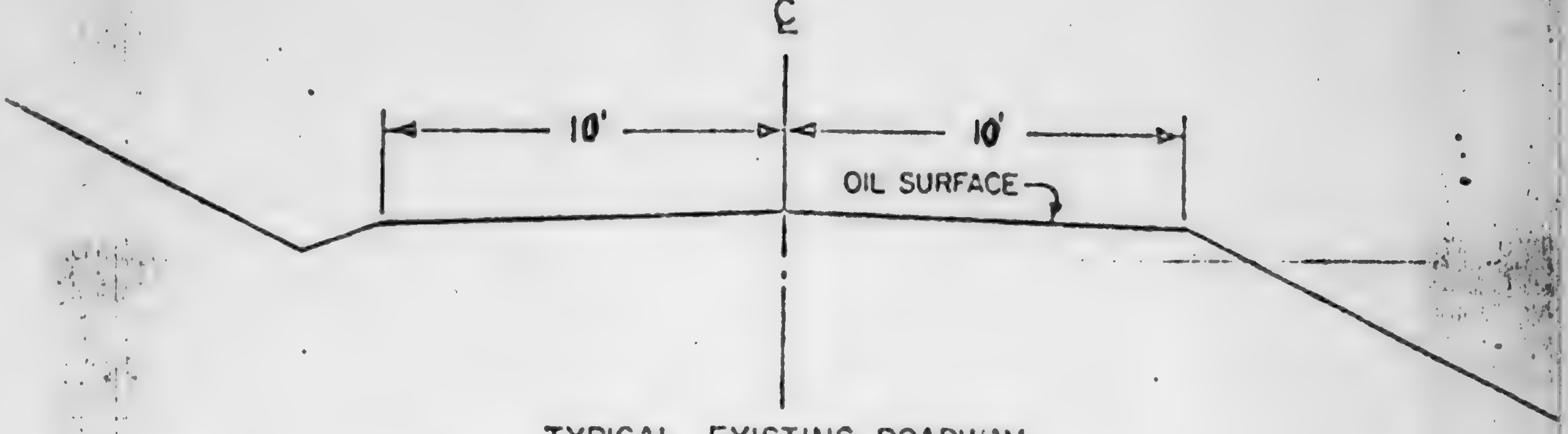
3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA N/A

1. Existing Signalization and Location:


Dairy
Canal
Scheffin
SUNSET GROVE GOLF COURSE
Thatcher
El. 1,165
KEMPER RD
OSTERMAN RD
HENDRICK RD
WREN
N
VERBOORT
HOLZMEYER
905
PURDIN RD
VERBOORT RD
Centerville (Site)
THATCHER
NEHALEM
MCKIBBIN RD
MARTIN RD
LONG RD
SUSSBAUER
RIPPLING WATERS PARK
OAKCREST DR
NICHOLS LANE
WATERCREST RD
FOREST GALE DR
WILLAMINA
VISTA DR
GALES WAY
Council
Cr.
26TH AVE
HAWTHORNE ST
MAIN ST
47
OREGON
CORNELIUS SCHEFFLIN
SPIESSCHAERT RD
NORTH ADAIR ST
HUBBS
GOFF RD
23RD AVE
PACIFIC AVE
GALES
BASE
BASELINE ST
8
CORNELIUS
FOREST GROVE
EASTERDAY RD
RITCHEY RD.
PACIFIC
MOUNTAIN VIEW LN
SO 4TH ST
Tualatin
WEBB
COOK
Cr
ROAD
Carnation
GEIGER RD
FOLLETT
DILLEY
Detour
HIATT RD
PLUMLEE RD
Creek
River
GOLF COURSE
Dilley
DUDNEY ST
BLOOMING-FERN HILL RD
Blooming
TONGUE
ANDERSON RD
O'Neil
Johnson
HWY
BOYD RD
Cr.
HILL RD
VALLEY
SOUTHERN
FERN
BLOOMING-CEMETERY RD
FOREST HILLS GOLF COURSE
JOHNSON SCHOOL
Fern Hill
El. 766
ETTERS RD
MAPLE
SPRING
SANDSTROM RD
WINTERS
HERGERT RD
BLOOMING CEM.
TUALATIN
SEGHERS RD
Seghers
BURGARSKY RD
GNOS RD
DOBER RD
Harris
HILL
Spring Hill
Davis
IOWA
Creek
OLD
VANDEHEY RD.
Cold Spr. Cr.
CHEHALEM
ROBO
VALLEY RD
PATTON RD
WITHYCOMB RD
Christensen
Cr.
BATES RD
Tualatin
Iowa Hill
El. 1,195
Jack
Valley
GASTON
GASTON
EAST RD
DIXON
MILL
Wapato
SPRING HILL
LA SALLE RD
Dellwood
HILL CEM.
HARTLY RD
Hill Cr.
COPENHAVEN
LAURELWOOD
47

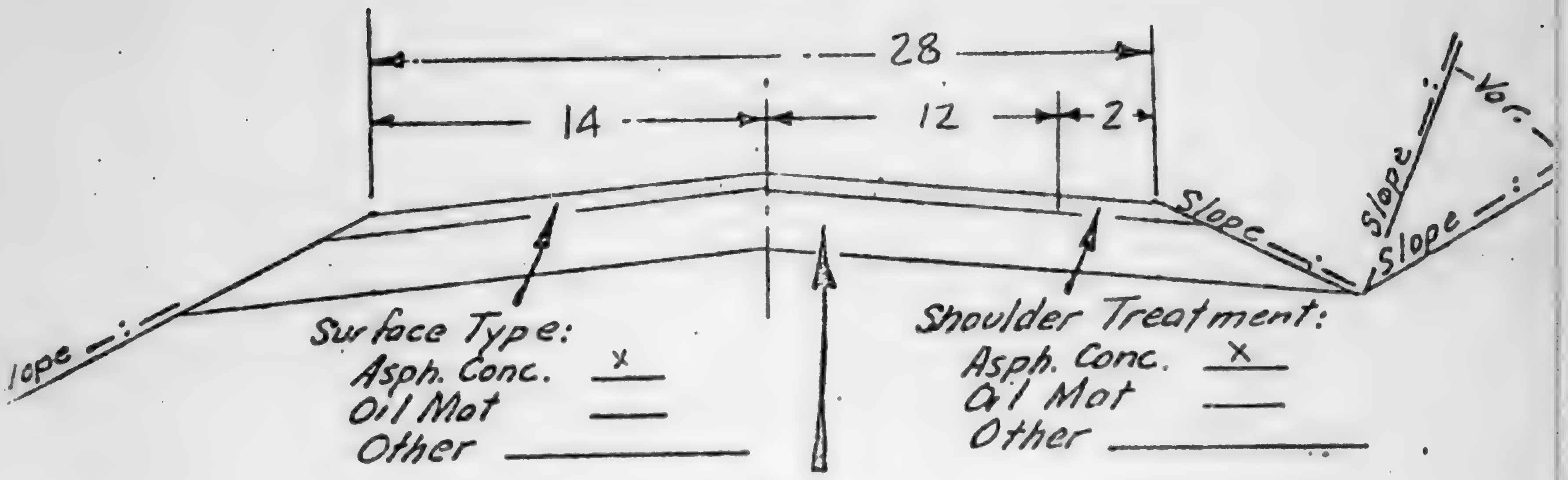
Project Location


℄
10'
10'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

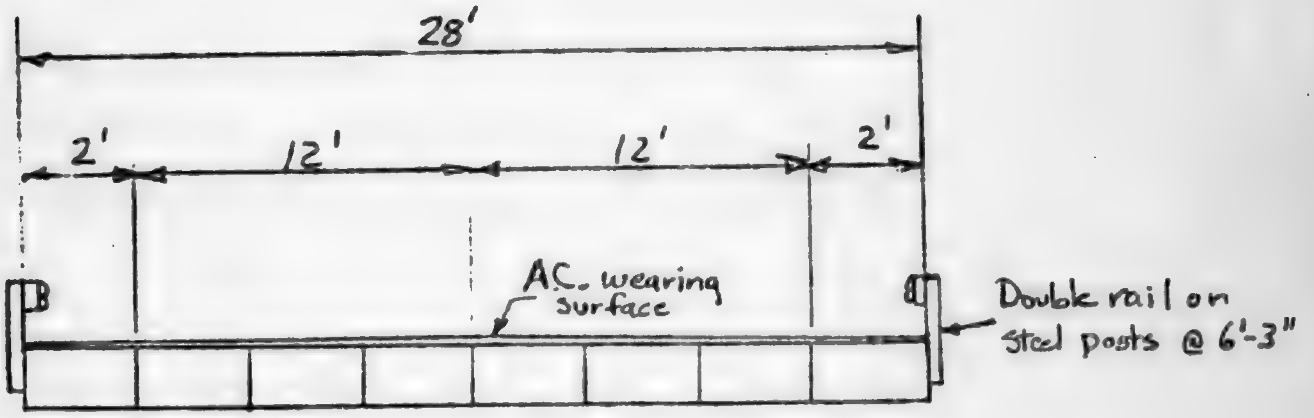

28
14
12
2
Slope
Slope
Slope
Var.
lope

Surface Type:
Asph. Conc. X
Oil Mat
Other

Shoulder Treatment:
Asph. Conc. X
Oil Mat
Other

Type of Base:
Pit or Quarry Run
Crushed Stone X
Asph. Treated
Cement Treated

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"

2. **Proposed Signalization:** N/A

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:** N/A

2. **Proposed Illumination:** N/A

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 1¼ mile south of Highway 8

Type 3 span wood structure

Approach Roadway Width 20' Shoulder Width 0

Length 48' Width 20'

To remain in place? No

2. **Proposed Structure:**

Location Same as above

Approximate Size: Length 50' Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Larry Rice, Director of Public Works, Washington Co. Office
2. Environmental — Same Office
3. Public Hearing — Same Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant________ State X ______ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X ______

If "yes," describe briefly:____________________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	132,000
Railroad	
Other____________	
Preliminary engineering	21,000
PROJECT TOTAL	$ 163,000

Remarks____________________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________ and/or Washington COUNTY

By____________ By____________

By____________ By Larry Rice Larry Rice

By Director of Public Works

10,052

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

October 16, 1981

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

Curt Duval, Location Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Justification letter for 28 ft. width on recently contracted Tualatin River Bridge (adjacent to this project). ECM.

Subject: Tualatin River (Fern Hill Road) Bridge
McKay Creek and McKay Creek Outflow
Bridges, Washington County

Dear Sir:

Washington County has submitted a request for the bridge width to deviate from the required 40 feet wide structure to 28 feet in width for the following reasons:

1. The present road width is 20 to 22 feet with no plans in the future for widening the pavement. It is classified as a collector but in a rural area, will not be improved.

2. The area in question is zoned GFU 38 and AF-10, which is farm land use and forest area. This zoning will not be changed and after checking with our planning department, if anything it will be more restrictive.

3. Washington County is in the process of a new comprehensive plan of the county. This area is out of any urban growth areas and will not be changed in the future.

4. If the structure is 40 feet in width, entering and exiting onto a 20 foot wide road will be a safety problem and we would have to neck down both sides of the bridge with some form of traffic barrier and considering the location and the road geometry could be confusing to the driver.

5. Due to the zoning and through the comprehensive plan, the growth in this area will be very little if any and the anticipated ADT will not increase any appreciable amount, therefore not needing any more than a 28 foot wide structure.

For the above reasons and the cost saving, Washington County is requesting that our preliminary request for a 28 foot wide bridge be accepted. If this is not acceptable, we would go up to a 32 foot wide structure. We do feel that a 40 foot wide bridge in this area would be inappropriate and costly.

Very truly yours,

Randy L. Lapo

Randy L. Lapo
Bridge Coordinator

RLL:ja:1:1

1985 Balm Cr. Culvert Sec, John Day Hwy. E. of Spray (gr, pav. & culvert) 10,053

15,053

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 12 - 333	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WHEELER
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	12-23-86	Project Number F-6(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 11, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 186,621	$ 161,659
Federal funds	$ 164,506	$ 142,502
Other revisions		

This modification is made for the following reasons: To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XX FOR: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 9, 1986

FEDERAL AID PROJECT NO. F-6(16)

BALM CREEK CULVERT SECTION
JOHN DAY HIGHWAY
WHEELER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
STRUCTURAL PLATE PIPE ARCH (M.P. 96.58)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Guardrail Type 2A, Reflec.	$ 8.00	750	$ 6,000.00	113	$ 904.00
General Excavation	3.00	10,680	32,040.00	9,858	29,574.00
1"-0 Aggregate Base	12.00	1,450	17,400.00		-0-
			$55,440.00		$30,478.00

Decrease	$ 24,962.00
Subtotal from estimate of Oct. 3, 1985	164,110.00
Subtotal	$ 139,148.00
Engineering	20,011.00
Total	$ 159,159.00

Length of Project 0.08 mi.

RETAIN IN RESERVE

Columbia Power Co-op	All Required	$ 2,500.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Culvert	010	$ 159,159.00	$ 140,298.00	$ 18,861.00
Retain in Reserve	010	2,500.00	2,204.00	296.00
Total		$ 161,659.00	$ 142,502.00	$ 19,157.00

Group 1: 100%
Contract No. 10,053
Prefix: 35-1965
Prefix: C10053

RLC:bkb pf

10,053

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-78	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Wheeler
MODIFICATION NUMBER 1		Project Number F-6(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 11, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 170,741.00	$ 186,621.00
Federal funds	$ 150,508.00	$ 164,506.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: L.W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 3, 1985

FEDERAL AID PROJECT NO. F-6(16)

Balm Creek Culvert Section
John Day Highway
Wheeler County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
Structural Plate Pipe Arch (M.P. 96.58)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Trench Excavation	$ 10.00	330	$3,300.00	1,918	$19,180.00
			$3,300.00		$19,180.00

Increase	$ 15,880.00
Subtotal from Estimate of June 6, 1985	148,230.00
Subtotal	$164,110.00
Engineering	20,011.00
Total	$184,121.00

Length of Project ------------- 0.08 mi.

RETAIN IN RESERVE

Columbia Power Co-Op	All Required	$ 2,500.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Culvert	$184,121.00	$162,302.00	$21,819.00
Retain in Reserve	2,500.00	2,204.00	296.00
TOTAL	$186,621.00	$164,506.00	$22,115.00

Group 1: 100%
Contract No. 10,053
Prefix: 35-1965
Prefix: C10053
Appn Code: 010

RLC:me

·10,053

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE Oregon
6-71	**FEDERAL-AID PROJECT AGREEMENT** 6-11-85	COUNTY Wheeler PROJECT NO. F-6(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 19 "Balm Creek Culvert Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4/17/85	0.08

OTHER (*Specify*)

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 170,741.00	$ 150,508.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(*Official name of Highway Agency*)
By
Manager, Program Section
(*Title*)
XX For: H.S. Coulter
State Highway Engineer
(*Title*)
By
(*Title*)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(*Division Administrator*)
For: Dale E. Wilken
Date executed by Division Administrator JUN 11 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 6, 1985

Federal Aid Project No. F-6(16)

Balm Creek Culvert Section
John Day Highway
Wheeler County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Structural Plate Pipe Arch (M.P. 96.58)

Mobilization	Lump Sum	All	Lump Sum	$ 12,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,900.00
Temporary Signs	Sq. Ft.	300	8.00	2,400.00
Temporary Barricades	Each	4	80.00	320.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	750	8.00	6,000.00
Temporary Plastic Safety Markers	Each	12	30.00	360.00
Temporary Delineators	Each	25	10.00	250.00
Flaggers	Hour	300	10.00	3,000.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	18,500.00
Toe Trench Excavation	Cu. Yd.	50	10.00	500.00
General Excavation	Cu. Yd.	10,680	3.00	32,040.00
Trench Excavation	Cu. Yd.	330	10.00	3,300.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00
1"-0 Aggregate Base	Ton	1,450	12.00	17,400.00
Class "C" Asphalt Concrete	Ton	350	10.00	3,500.00
Concrete In Collars	Cu. Yd.	16	300.00	4,800.00
Reinforcement in Collars	Lb.	1,000	0.50	500.00
15'-6" x 14'-4" Structural Plate Pipe Arch	Lin. Ft.	100	220.00	22,000.00
Bedding Material	Cu. Yd.	60	20.00	1,200.00
Guard Rail, Type 2A	Lin. Ft.	238	10.00	2,380.00
Guard Rail Anchors, Type 1	Each	3	300.00	900.00
Guard Rail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type C	Each	4	60.00	240.00
Type 1 Fence	Lin. Ft.	310	2.00	620.00
Type 2 Fence	Lin. Ft.	260	2.00	520.00
Single Gates	Each	1	200.00	200.00
Extra for Asphalt Approaches	Each	6	200.00	1,200.00

Loose Riprap, Class 100	Cu. Yd.	100	10.00	1,000.00
Seeding, Fertilizing, and Mulching	Acre	2	1,200.00	2,400.00
				$ 145,730.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,400.00
Temporary Pavement Striping	All Required	600.00
Temporary Erosion Control	All Required	500.00
		$ 2,500.00
	Subtotal	$ 148,230.00
	Engineering	20,011.00
	Total	$ 168,241.00

Length of Project --------------- 0.08 mi.

RETAIN IN RESERVE

Columbia Power Co-Op	All Required	$ 2,500.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Culvert	$168,241.00	$148,304.00	$19,937.00
Retain in Reserve	2,500.00	2,204.00	296.00
Total	$170,741.00	$150,508.00	$20,233.00

Group 1: 100%
Contract No. 10,053
Prefix: 35-1965
Prefix: 35-1041
Appn Code: 010

DDB:me

10 053

STATE COPY

jc cc: OS[illegible] (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wheeler	DIVISION Oregon
DATE OF REPORT 10/28/86	REPORT MADE BY 10-28-86 T. P. Lowe, Area Engineer		PROJECT NO. F-6(16)
COMPLETION DATE (Actual) 9/13/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6/26/86	TIME ELAPSED SEE BELOW %	CONTRACT TIME CDC

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BALM CREEK CULVERT SECTION
JOHN DAY HIGHWAY
Grading, Paving & Culvert

This project provides for the replacement of the existing culvert with a 15'-6" by 14'-14" structural plate culvert and the associated approach grading.

The project was awarded to R. L. Coats of Bend, Oregon on May 16, 1985 in the amount of $145,730. The project had a specified completion date of August 31, 1985. Work was complete September 13, 1985. Thirteen days liquidated damages @ $150 per day have been charged the contractor.

The final cost of $163,000 is five percent under the authorization.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO Fredrickson
FOR

cy
10/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE	
TITLE Area Engineer	DATE 10/29/86	TITLE District Engineer B	DATE 10/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

July 2, 1986

CON 5 - #10,053

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

On June 30, 1986, we wrote to you concerning release of final payment on Contract No. 10,053 awarded to R. L. Coats for work on the Balm Creek Culvert Section of the John Day Highway in Wheeler County.

Final payment on this contract is $535.56 and the total contract amount is $146,970.90. No work was performed under force account.

George Bell
Assistant Director

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

10,053

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10053

TO: Robert Gormsen
Manager, Commission Services

DATE: June 26, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10053, On Site Work Substantially Completed September 13, 1985

All Work Completed March 3, 1986

Project Balm Creek Culvert

Highway John Day

County Wheeler

Type of Work Grading, Paving and Culvert

Contractor R. L. Coats

WES:BMW:11

cc: B. M. Walton

CPC/FM2

6-30-86 - Surety letter written.

RECEIVED
JUN 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,053 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Fin

SECTION No. 10
Balm Creek Culvert

WEEK ENDING September 14, 1985

SECTION PREFIX 35-1041

HIGHWAY John Day

COUNTY Wheeler

NAME OF JOB Balm Creek Culvert

KIND OF WORK Grading, Paving, Culvert

CONTRACTOR R.L. Coats Const.

CONTRACT NUMBER 10,053

FEDERAL AID PROJECT NUMBER F-6(16)

DATE OF CONTRACT May 16, 1985

DATE WORK STARTED July 11, 1985

ESTIMATED COMPLETION DATE August 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE August 31, 1985

PERCENT OF TIME ELAPSED 0

PROJECT AUTHORIZATION: $ 171,078

EXCLUSIVE OF ENGINEERING: $ 157,513

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 157,513

ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . 0 %

ENGINEERING AUTHORIZATION $ 13,565

This Week 519

ENGINEERING COST TO DATE $ 6,670

PERCENT OF AUTHORIZATION . . . . 49 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 78

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 77

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	50	0	0	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0			0.0
MILES PARTIALLY COMPLETED	.0	.0			0.0
MILES COMPLETED	.0	.0			.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10,680cy	1,450tn			350tn
TOTAL QUANTITIES CORRECTED TO DATE	10,680cy	1,450tn			350tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8,342cy	532tn			115tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Paver, Dozer, pick-up truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8		0		
MONDAY 9	Fair	0		
TUESDAY 10	Fair	0		
WEDNESDAY 11	Fair	0		
THURSDAY 12	Fair	0		
FRIDAY 13	Fair	0		
SATURDAY 14		0		

CE E CAE — RECEIVED LS__ TC__
CCE__ OM__ SA__ CC__
OE__ FE__ CP__
CA__ SEP 23 1985 PQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE__

CONTR. NO: 10,053 DATE: September 14, 198

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

8 SUNDAY	No activity.
9 MONDAY	Excavate channel change on inlet end. Type 1 & 2 fence building.
10 TUESDAY	Clean-up waste area and finish fence.
11 WEDNESDAY	No activity.
12 THURSDAY	No activity.
13 FRIDAY	Seed and mulch.
14 SATURDAY	No activity.

REMARKS

STATUS: Seeding and mulching, built fence.

Visitors:

NEXT WEEK:

Thos A P

SIGNED T.A. Penner Proj. Mngr LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

June 11, 1985

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 5

#10,053

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,053 for work on the Balm Creek Culvert Section of the John Day Highway in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

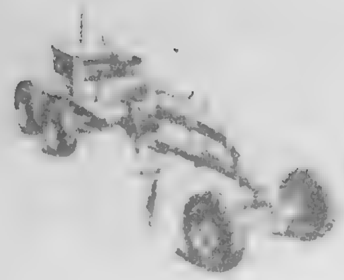
Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

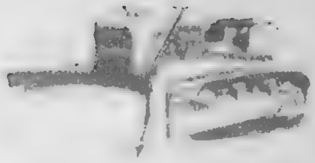
slp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Tom Penner



R. L. COATS, General Contractor
2975 N.W. SKYLINE RANCH ROAD • P.O. BOX 1008 • BEND, OREGON 97701 • 382-2166 or 382-5368



May 10, 1985

Robert W. Gormsen
Room 121 Transportation Bldg.
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadavantage Business Enterprise and Women Business Enterprise Participation

Dear Mr. Gormsen:

The following Disadvantaged and Women owned business enterprise will be employed as subcontractor on the Balm Creek Culvert on the John Day Highway.

Disadvantaged Business Enterprise Goals	6%
Women Business Enterprise Goals	2%

EMW CONSTRUCTION
20008 Alderwood Circle
Bend, Oregon 97702
(503) 389-1558

Subcontract for Structural Plate Pipe Arch

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
18	15'6"x14'4" Structural Plate Pipe Arch	L.F.	100	195.00	$19,500.00
	TOTAL				$19,500.00

SINCERELY,

R. L. Coats

R. L. COATS
Owner

RLC/wm

RECEIVED
MAY 1[illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Lorraine Ellis

10,053 Mai 6-4x

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-6(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-85

4. PROGRAM NO.

5. ITEM NO. 40119

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/22/85

8. FEDERAL ROUTE NUMBER Primary 6

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

Balm Creek Arch Culvert

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XXX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 4/22/85 this will confirm the date of 4/22/85 to proceed with the actual adjustments to Columbia Power Cooperative Association's aerial power line relocation on an actual cost basis estimated to be $2,248; Federal Funds $1,982 contingent upon modification of Project Agreement if additional funds are required.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAY 3 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Get	File

14. DATE 5/2/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10:023 ymri 6-4
t

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 26, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M. Cartwright
FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facility Relocation
Columbia Power Cooperative Association
Balm Creek Arch Culvert
John Day Highway
Wheeler County
Project No. F-6(16)

RECEIVED
STATE HWY ENGR
APR 30 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Confirmation of your verbal authorization for Columbia Power Cooperative Association to proceed with the relocation of their aerial power line facilities in conflict with this project as of April 26, 1985 is requested. An estimate of cost has been received from the Association in the amount of $2,248. The estimate has been forwarded for your review and approval by separate letter dated April 22, 1985. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 22, 1985 is approved

David B Carter
David B. Carter, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
Robert D. Hector
Tom Penner
Thomas Carman

Form 734-3122

10,053

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 22, 1985

In Reply Refer to
File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Facility Relocation
Columbia Power Cooperative Association
Balm Creek Arch Culvert
John Day Highway
Wheeler County
Project No. F-6(16)

NOTED
E. S [illegible]

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO
FOR
Info Answer R/D D/R Sign Act File

Here is a copy of an estimate of cost to adjust Columbia Power Cooperative Association's aerial power line facilities dated February 8, 1985, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to the Association's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Association was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Association's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and advanced authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,248.

JCM:jr
Enc.

cc: E. S. Hunter
    J. M. Cartwright
    Tom Carman

10,053

Mai 6-3

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-6(16)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4-17-85

4. PROGRAM NO.
5. ITEM NO. 40119

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR

Orig. ly att. to 4/25

7. DATE AUTHORIZATION EFFECTIVE 4-17-85	8. FEDERAL ROUTE NUMBER Primary 6	9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

BALM CREEK CULVERT SECTION

11. GENERAL DESCRIPTION OF WORK

Culvert

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 4-8-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $212,732; Federal Funds $187,522.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

mai 6-3

DES 16

February 19, 1985

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., NE
Salem, OR 97301

Refer to: HFO.4/5-OR

Attention: Glenn K. Hossner

Balm Creek Culvert Section-Project F-6(11)
John Day Highway
Wheeler County

We have your reply of February 6, 1985 to our request for design exception of January 17, 1985 on the project.

We had proposed a 28-foot roadway section where a 32-foot section would be the standard because the existing roadway in the immediate vicinity was approximately a 24-foot section. The 32-foot section will not cause any construction problems, nor result in an unreasonably large cost increase. The 15'-6" x 14'-4" structural plate arch culvert will need to be 4-feet longer, but this does not pose construction problems.

The plans will be revised to show a 32-foot roadway section, which as you point out, is compatible with other improvement projects on this route.

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

D. O. Christensen, P.E.
Road Design Engineer

DOC:FE:mg

bcc: H. S. Coulter
E. S. Hunter
Gary Potter mb
R. D. Hector
T. W. Litchfield
Fred Eriksen

RECEIVED
[illegible]
ROAD DESIGN SECTION

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Return To
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

February 6, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-6(11)
Balm Creek Culvert Section
John Day Highway
Request for Design Exception

We have reviewed your letter of January 23, 1985 requesting an exception to minimum criteria as set forth in "A Policy on Geometric Design of Highways and Streets, AASHTO 1984" for the pavement width on this project.

The typical section as proposed for the project would be 28 feet (two 12-foot travel lanes with 2-foot shoulders) while the minimum criteria in the above design standard would indicate a minimum roadway width of 32 feet.

We feel that the minimum standard width of 32 feet is appropriate for this rural arterial highway. This width is compatible with other "spot" improvement projects on this route and with several, more extensive, rehabilitation projects which have recently been completed. In addition, your letter does not indicate any particular construction problem or abnormal or large cost increase associated with increasing the project roadway width to 32 feet.

RECEIVED
FEB 14 1985
ROAD DESIGN
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STATE HWY ENGR
FEB 8 '85
REFER TO
Christensen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓					✓	

We are denying your request since only minor added construction costs appear to be associated with the increased width, and that, this project as proposed would break the route continuity being achieved on other projects on this route.

We will reconsider your request should additional information become available.

Sincerely yours,

G. K.

for Dale E. Wilken
Division Administrator

cc:
OSHD (C O Fredrickson)
OSHD (R Kuehn)
OSHD (G Potter)

10,053 [illegible]

January 23, 1985

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

DES 16

Attn: Glenn K. Hossner

RECEIVED
JAN 25 1985
ROAD DESIGN
SECTION

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Return To
B/U / /

Request for Design Exception
Balm Creek Culvert Section
John Day Highway
Wheeler County

The purpose of this project is to replace an existing 48-inch culvert pipe with a 15'-6" by 14'-4" structural plate arch culvert and to improve the run-off channel. The existing culvert and channel are inadequate to handle flash flood flows.

The project is located at Milepost 96.58 and the present ADT is 320. The existing pavement is about 20 feet wide with gravel shoulders varying in width from a minimum of 2 feet.

The typical section proposed for the roadway at the culvert is two 12-foot travel lanes with 2-foot shoulders. The roadwork length on the highway is about 300 feet including guardrail flare paving tapers. An increase in roadway width to provide 4-foot shoulders would require lengthening the structural plate pipe.

The typical section proposed is compatible with adjacent sections and will adequately serve the traveling public for the foreseeable future.

This letter is submitted as a request for exceptions to minimum design criteria as set forth in "A Policy on Geometric Design of Highways and Streets, AASHTO 1984".

This project is presently on the February 28, 1985 contract letting schedule.

D. O. Christensen, P.E.
Road Design Engineer

by

Richard Kuehn, P.E.
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
Gary Potter
R. D. Hector
T. W. Litchfield
Fred Eriksen

BM
1-25

FE:ja

10,053

MA 6-3

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-6(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-7-85

4. PROGRAM NO.

5. ITEM NO. 40119

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/10/84

8. FEDERAL ROUTE NUMBER Primary 6

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

Balm Creek Plate Arch Culvert

11. GENERAL DESCRIPTION OF WORK

Correction of Right-of-Way file numbers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/24/84 file numbers 53033, 53034 and 53055 as authorized by my PR-1240 dated 8/10/84 are corrected to read 54033, 54034 and 54035.

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 1/8

14. DATE 1/7/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,053

MH. 6-3I

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 24, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-6(11)
Balm Creek Plate Arch Culvert
Wheeler County

I request that the right of way File Nos. 53033, 53034 and 53055 authorized for acquisition by your form 1240, effective August 10, 1984, be corrected to read File Nos. 54033, 54034 and 54035.

One of the parcel numbers shown on Map 10C-52-10 was transposed on the preliminary prints received. This file was corrected on the final right of way map.

RDS:bkb
Enc.
cc: J.B. Boyd
Don Aman
Jan Peterson
General File

Form 734-3122

10,053

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: November 15, 1984

TO:
Corps of Engineers
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM:
Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: General Permit for Fills in Navigable Waters

Section: Balm Creek Culvert
Highway: John Day
County: Wheeler

This letter, with the enclosed document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

Balm Creek is an intermittent stream and may not require a permit; however, the attached plans are being sent for your review and information.

This project is a structural plate arch culvert installation replacing a former bridge. The majority of the grading work will be excavation of the streambed. The fill (approximately 600 C.Y.) being placed is just placing material around the culvert from material that was excavated to make room for the culvert.

A detour will be constructed upstream by placing a temporary culvert in the stream and filling around it. Approximately 200 C.Y. of fill will be used in the streambed on the detour and will be removed after the main roadway work is completed.

If additional information is needed, please contact Donald E. Keyes, Location Unit, Room 211 Transportation Building, Salem OR 97310, telephone 378-6265.

Enclosure

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes w/att

Versteeg
Anderson
CY Adams
CY
Edwards
Wakerlig

RECEIVED
ROAD DESIGN
SECTION

10,053

Mai 6-3
t

kke

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-6(11)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Wheeler County

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40119

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-10-84
8. FEDERAL ROUTE NUMBER Primary 6
9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:
Balm Creek Plate Arch Culvert

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested by Mr. Potter's letter of 7-30-84 I approve the program change adding "Right-of-Way Acquisition" to the character of proposed work and you are authorized to proceed with all phases of acquisiion for File No. 53033, 53034 and 53055 at a TEC of $3,750 - F.F. $3,305 as shown on R/W Map 10C-52-10.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 16 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/15/84
15. SIGNATURE OF APPROVING OFFICIAL John R Wickman
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,053

NA 6 3/I

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40119
Project No. F-6(11)
Balm Creek Plate Arch Culvert
John Day Highway
Wheeler County

I request your approval of a program change on the subject project to include in the Character of Proposed work "Right of Way Acquisition", at an estimated total cost of $1,500 with federal funds of $1,322. The right of way to be acquired consists of temporary and permanent easements and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of map No. 10C-52-10.

CL:me
Encl.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

1- 53

5- [illegible]

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 18, 1984

J. H. Versteeg
Road Design Engineer

Files 54033, 54034 & 54035
Balm Creek Culvert
John Day Highway
Wheeler County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

10 [illegible]

5/1

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wheeler Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Balm Creek Plate Arch Culvert

REGION 5

SURVEY AUTHORITY AWY#5

AUTHORIZATION NO. 1

PREFIX 35 - 1965

DATE 1-23-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 5,000.	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		400
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		1,700	921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST	2,000	2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		250	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	750	750	932 RAILROAD & UTILITIES					

TOTALS	$.	$ ~~15,000~~ 16,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F - 6 (11)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards S
Turpin
3 Trout
Wakerlig

RECEIVED
JAN 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Commiss[illegible] ✓

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-17-84	

734-1914 (7-82)

PROJE… PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01257

SECTION Balm Creek Plate Arch Culvert	REGION 5

STATE HIGHWAY # 5	HIGHWAY NAME John Day	MILE POST FROM 96.57 TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Wheeler	ROAD/STREET NAME
ROUTE # ORE 19	FEDERAL AID # FAP 6	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 15 ~~[illegible]~~	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$ 25		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 20		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 4				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 19 ~~18~~		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 68	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL E… ATE		$ 83 ~~77~~				

FINANCI… PROGRA… G	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE FAP	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	320	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

During periods of high water, the water overtops the roadway and flows across farm land depositing debris and endangering a nearby home.

PROPOSED SOLUTION

Construct a 16' x 8' arch plate culvert.

REQUESTED REGION ENGINEER X	DATE 10/18/83			
APPROVED ASST. HWY. ENG. FOR OPERATIONS X	DATE 10/20/83			
APPROVED. ASST. HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Balm Creek Plate Arch Culvert	KEY ID # REGION 5

PROJECT JUSTIFICATION

In recent years, a 20' wooden structure was replaced with a 48" culvert. This has proven too small and the upstream channel has agraded to where it is now nearly at highway grade. Water overtops this highway and floods adjacent farm land. This is located in a flash flood area which subjects structure to unusual conditions and continual maintenance.

It is proposed that a 16' x 8' plate arch culvert be established in order to comply with existing drainage laws. The project is consistent with the Division's goal of replacing deficient substandard drainage structures in order to maintain the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Balm Creek Plate Arch Culvert

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES
Columbia Power Co-op
Telephone Utility, Inc.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			10	x	10			2				
				4			12		12			4				

PROPOSED (200' Taper section)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
Plate Arch Culvert ~~BRIDGE 1~~	50	~~32~~	20,000.	BRIDGE 5		APPROVED	
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7		Location Engineer Date	
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION BALM CREEK PLATE ARCH CULVERT

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

While the replacement of the existing culvert will be accomplished entirely within the existing right-of-way, some channelization work is required on private property on the upstream side. No adverse impacts are anticipated as a result of the channel work. Balm Creek contains water only during periods of heavy precipitation and lands adjacent to channel work are used, at best, for extensive grazing.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Project is consistent with the Wheeler County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would not be affected by the proposed project. Safety would be enhanced because of the inability of the existing culvert to handle flood waters.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. Balm Creek is intermittent in nature, containing water only during periods of heavy precipitation (flash floodings).

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The existing 48-inch culvert replaced a 20-foot wooden structure in recent years.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The basic concern is that the existing culvert cannot handle existing flood flows, causing water to overflow across and down the highway--flooding and depositing debris on adjacent agricultural land, threatening irrigation facilities and a nearby home.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

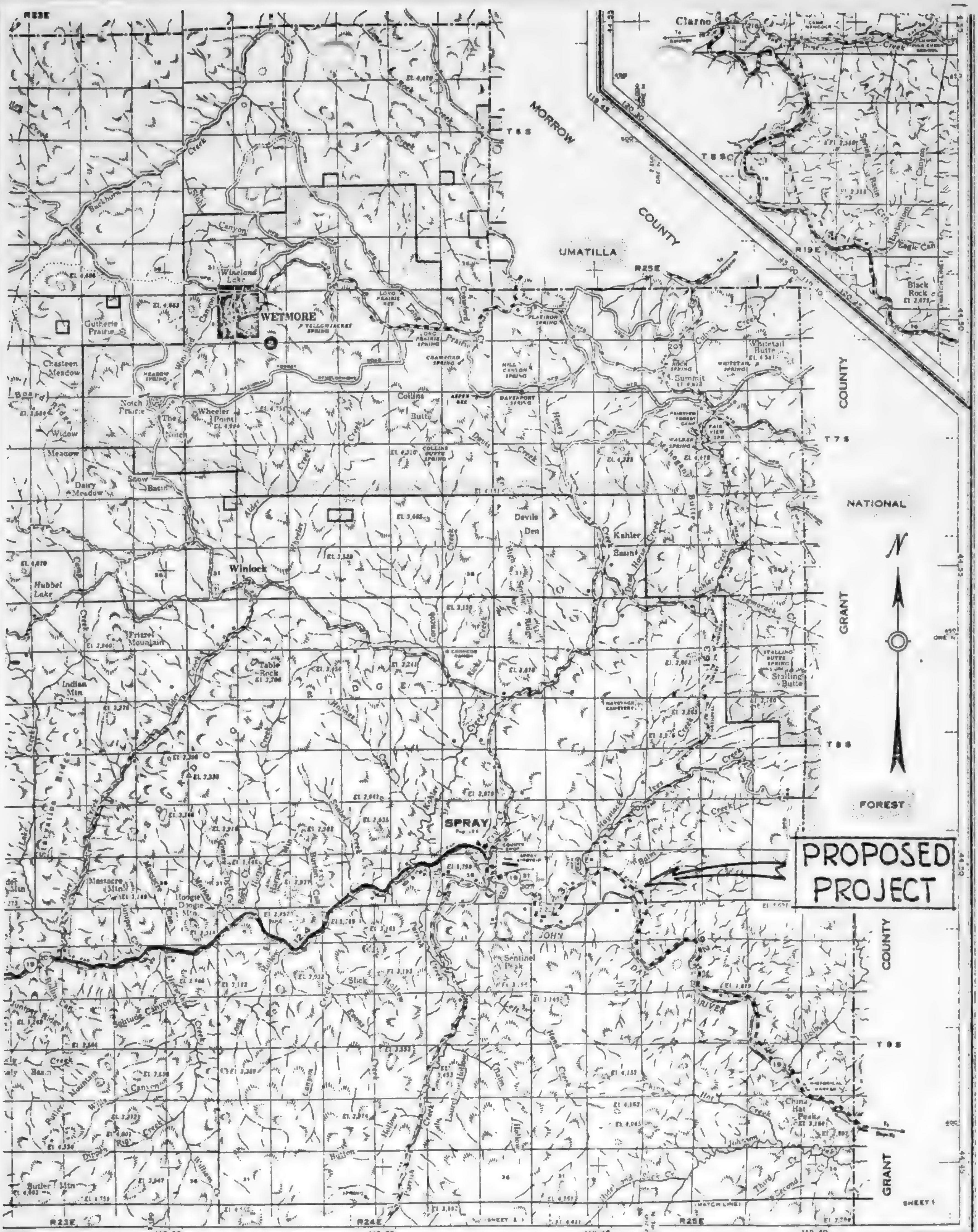
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge (culvert) replacement within existing right-of-way. While the project requires some channel work on adjacent private property, no adverse impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	November 1, 1983

734-1913 (7-82)


PROPOSED PROJECT
WETMORE
Wineland Lake
Guthrie Prairie
Chasteen Meadow
Board Ridge
Widow Meadow
Dairy Meadow
Snow Basin
Notch Prairie
The Notch
Wheeler Point
Collins Butte
Devils Den
Kahler Basin
Winlock
Hubbel Lake
Frizzel Mountain
Indian Mtn
Table Rock
Stalling Butte
SPRAY
Massacre Mtn
Hoogie Doogie Mtn
Sentinel Peak
Slick Hollow
Butler Mtn
China Hat Peak
Summit
Whitetail Butte
Black Rock
Clarno
Eagle Can
MORROW COUNTY
UMATILLA NATIONAL FOREST
GRANT COUNTY
JOHN DAY RIVER
Pine Creek
Buckhorn Creek
Rock Creek
Long Prairie
Crawford Cr
Mahogany Butte
Kahler Creek
Tamarack Cr
Haystack Creek
Bologna Basin
Girds Creek
Wheeler Creek
Thirtymile Creek
Alder Creek
Johnson Creek
Second Cr
Third Cr
N
T 6 S
T 7 S
T 8 S
T 9 S
R 23 E
R 24 E
R 25 E
R 19 E
MATCH LINE
SHEET 1

APPROVED DECEMBER 27, 1960 GENERAL HIGHWAY MAP WHEELER COUNTY OREGON

10,053

MAI 6-4

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-6(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40119

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/17/84

8. FEDERAL ROUTE NUMBER Primary 6

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:
Balm Creek Plate Arch Culvert

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
TEC $16,000
F.F $14,100

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/4/84.

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO Potter
FOR
Info Inves R/D

Orig. to
1/20

14. DATE 1/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,053

MAI 6-4

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Project F-6(-)
Balm Creek Plate Arch Culvert
John Day Highway, Wheeler County

Date: November 1, 1983

Reply to Attn. of: HPD.1-OR

From: Division Administrator

To: Mr. Cam Gilmour
Manager, Environmental Section

We concur that the subject project is appropriately classified as Class II, Categorical Exclusion. However, the proposed project is not eligible for bridge replacement funds since it does not meet the requirements of Section 144, Title 23.

G. K. Hassner
for Dale E. Wilken

Attachment (1)

cc:

OSHD (D. E. Swan, Proj Mgmt)

OSHD (C. Laux, Prgrm Mgmt)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

October 21, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Balm Creek Plate Arch Culvert
John Day Highway
Wheeler County
[illegible]F-6(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

[illegible]

for 11/1/83
Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
November 3, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
Dale Allen
John Hagedorn
Robert Lammert
Rolland VanCleave

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: BALM CREEK PLATE ARCH CULVERT

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

While the replacement of the existing culvert will be accomplished entirely within the existing right-of-way, some channelization work is required on private property on the upstream side. No adverse impacts are anticipated as a result of the channel work. Balm Creek contains water only during periods of heavy precipitation and lands adjacent to channel work are used, at best, for extensive grazing.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. Project is consistent with the Wheeler County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns would not be affected by the proposed project. Safety would be enhanced because of the inability of the existing culvert to handle flood waters.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. Balm Creek is intermittent in nature, containing water only during periods of heavy precipitation (flash floodings).

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The existing 48-inch culvert replaced a 20-foot wooden structure in recent years.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The basic concern is that the existing culvert cannot handle existing flood flows, causing water to overflow across and down the highway--flooding and depositing debris on adjacent agricultural land, threatening irrigation facilities and a nearby home.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

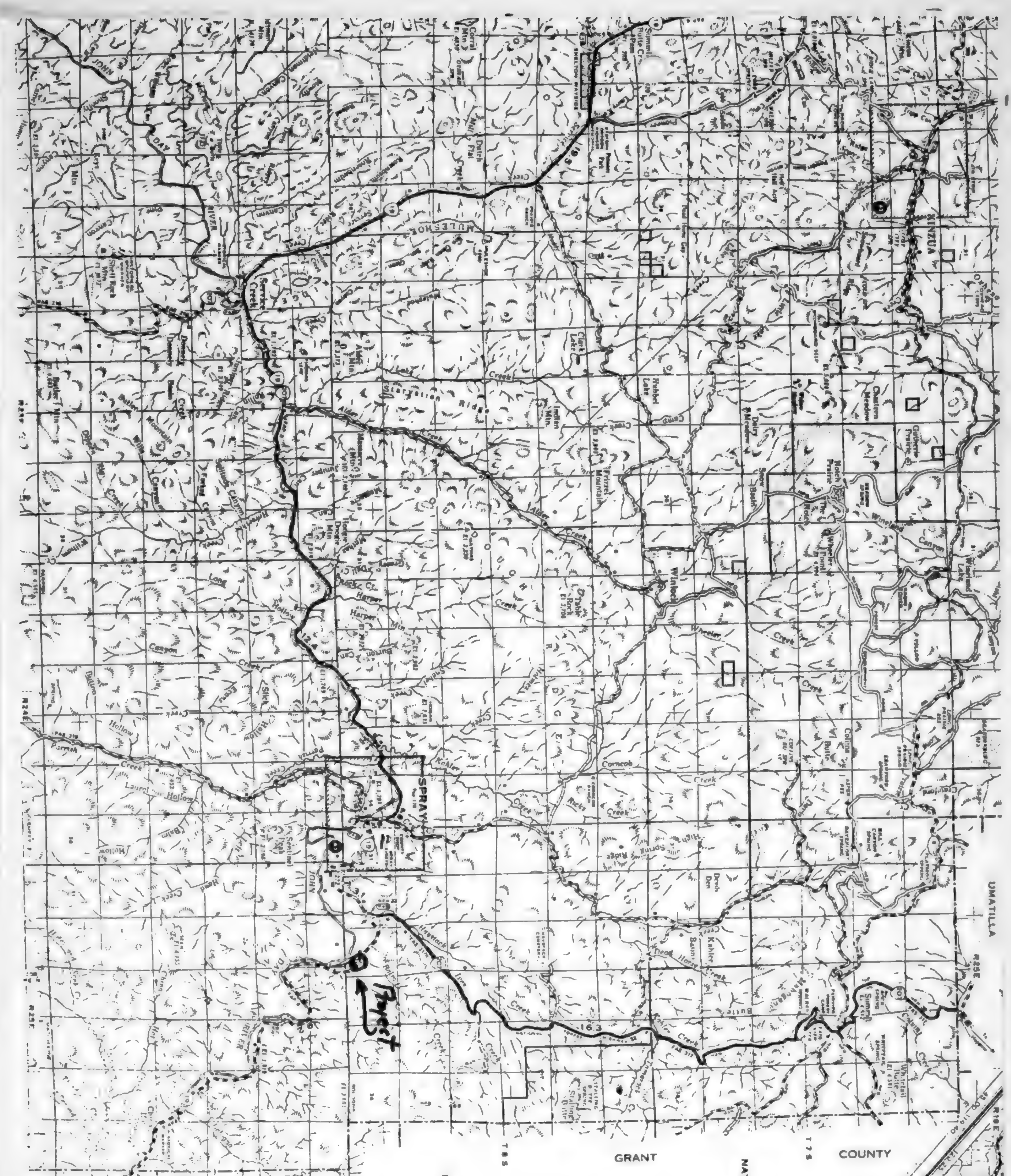
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge (culvert) replacement within existing right-of-way. While the project requires some channel work on adjacent private property, no adverse impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	November 1, 1983

734-1913 (7-82)


SPRAY
KINZUA
UMATILLA
GRANT
COUNTY
FOREST
GRANT
NATIONAL
COUNTY
T 9 S
T 8 S
T 7 S
R 23 E
R 24 E
R 25 E
R 26 E
N
SHEET 1
Project
MULESHOE
DAY
RIVER
JOHN
Starvation Ridge
Alder Creek
Wheeler
Winlock
Long Hollow
Parrish Creek
Laurel Hollow
Corncob
Kahler Creek
Rock Creek
High Spring Ridge
Devils Den
Basin
Dead Horse Creek
Butte Creek
Haystack
Wineland Canyon
Rock Prairie
Gilchrist Prairie
Chalfen Meadow
Dairy Meadow
Collins Butte
Stalling Butte
Service Creek
Indian Mtn
Table Rock
Tamarack Mtn
Harper Mtn
Squaw Creek
Clark Lake
Sentinel Peak
Black Rock
Summit
163
19
207
Buckhorn

10,053 [illegible] 6-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

In Reply Refer to
File No.:

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

August 3, 1983

Mr. Harry D. Phelps, Chairman
Wheeler Soil and Water Conservation District
P. O. Box 425
Fossil, Oregon 97830

Dear Mr. Phelps:

A copy of your letter to Senator Jernstedt was sent to me. I would like to take the time to clear the air on the matter; perhaps I am guilty of not keeping you informed of the status of the project.

I am not positively sure of what a proper solution to the problem is so I have enlisted the help of a staff hydrologist to study the problem. His study is underway and I expect his report soon. When I have it, I will make a recommendation that a contract project be included in our program to deal with the problem. It appears that the needed work will be beyond the scope of State forces doing the construction work.

Please feel free to contact me regarding highway matters in your area.

Sincerely,

R. D. Hector, P.E.
Region Engineer

RDH/vt
cc: Senator Ken Jernstedt
Herb Wright
bc: W. E. Schwartz
E. S. Hunter
Frank Terpin
Walt Hart
D. W. Bryson
H. W. Oswald

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 5 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10,053

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 2, 1983

In Reply Refer to
File No.:

MAI 26

The Honorable Ken Jernstedt
State Senator
911 Pine Street
Hood River, OR 97031

Dear Senator Jernstedt:

I have referred the letter from the Chairman of the Wheeler Soil & Water Conservation District to our Region Engineer in La Grande, R. D. Hector. Mr. Hector will contact the officials of that District to see if a remedy mutual to both of our benefits can be worked out.

If you have any questions in the meantime, please feel free to contact Mr. Hector at 2111 Adams Avenue, P. O. Box 850, La Grande 97850, telephone 963-3177.

Sincerely,

for W. E. Schwartz
Assistant State Highway Engineer
for Operations

NOTED
W. E. SCHWARTZ

cc R. D. Hector

bc George Bell -- As requested.
Frank Terpin

CTK:ia

Form 734-3122

JUL 14 1983

Soil and Water Conservation District

Sen. Ken Jernstedt
S-317 state Capitol
Salem Ore4 97310

Dear Ken:

In sept. of 1982 we had a flash flood whitch caused a lot of damage to farm land. It caused erosion'washed out fences' took out mainlines; coverd fields with silt ect.

Ranchers spent thousands of dollars repairing the damages and extra dollars for work done to prevent it from happening again.

The main problem thah caused so much damage was the colvert that goes under hwy. 19 4 miles east of Spary,Ore. The S.W.C D. at that time recommended to the Hwy. dept. to install a bridge and deepen the creek chanel to carry the over flow. The c olvert thats there now just wont carry that mutch water.

The Hwy. Dept agreed that a bridge should be put in. They were ready to put it in but now we find it has been shelved for some reason.

On June 26 1983 we had another flood causing about the same amount of damage. It looks like the Hwy Dept. is responsible for the flooding on the Ranchers property.

The Wheeler S.W.C.D. would like for you to l ook into the matter and see what can be done.

Wheeler Soil & Water
Conservation District
P.O. Box 425
Fossil ore. 9783o

6546

Harry D. Phelps
Chairman

10,053

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

July 20, 1983

Mr. Herb Wright
Fossil, Oregon 97830

Dear Herb:

In a phone conversation today with Pat Schwartz, he mentioned that you were in to chat about the Balm Creek crossing of the John Day Highway, south of Spray. Pat suggested that I drop you a note to discuss the matter.

The existing 48-inch culvert will not handle the high water flows which will occur when a thunder storm hits just wrong. I am not exactly sure what a practical solution to the problem is. Basically, it appears that additional channel work must be done and that a larger waterway crossing of the highway should be constructed.

A few weeks ago I asked our hydraulic engineers to evaluate the problem for me and give me an engineering recommendation for a cure. I expect to have that shortly, and then I plan to place the project in the pipeline for funding and approval for construction.

After we get to that point, any support you can give the project is welcome and appreciated.

Sincerely,

R. D. Hector, P.E.
Region Engineer

RDH:sh

cc W. E. Schwartz
Frank Terpin
H. W. Oswald

K

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

10,053

Mai 6-4

MAI

September 23, 1982

Mr. Harry Phelps
Soil and Water Conservation
P. O. Box 425
Fossil, Oregon 97830

This is in response to your letter of August 25 concerning the storm runoff of the Balm Creek drainage east of Spray.

The Highway Division has no plans at this time to add another four-foot diameter culvert at this location. We will, of course, be cleaning out the existing culvert.

Our local engineering staff in Pendleton will be making an eningeering study of Balm Creek drainage during the next several months, to determine what can be done at the highway crossing. Mr. Harry Oswald of that office will contact you to discuss the results of the study when it is completed.

Your interest in this matter is appreciated.

for W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

NOTED
W. E. SCHWARTZ

cc Harry Oswald

WGA:sh st

bc H. S. Coulter
R. D. Hector

WHEELER

Soil and Water Conservation District

Wheeler SWCD
P.O. Box 425
Fossil, Oregon 97830

August 25, 1982

Department of Transportation
Highway Division, Transportation Building
Salem, Oregon 97310

Gentlemen:

As you may or may not know, Wheeler County is subject to heavy cloudburst activity (high intensity, short duration storms) during the summer. Recently one of these storms hit just east of Spray, Oregon, causing considerable damage in the Balm Creek drainage. It also caused damage to the alfalfa field and fences of adjacent landowner, Archie Dean, as well as, putting debris and mud in and around his house. It also greatly increased the maintenance needed to State Highway 19 in that area. Presently, there is one four foot diameter culvert under Highway 19 to handle the entire Balm Creek drainage.

It has been brought to our attention that the Department of Transportation, Highway Division, intends to clean and repair the existing four foot diameter culvert and add one additional four foot diameter culvert along side. It is our contention that neither the single four foot diameter culvert nor the two four foot diameter culverts is a satisfactory solution to the problem because of culvert plugging.

We believe that the needed solution is the placement of a bridge with adequate clearance across Balm Creek.

An alternative to this problem solution could be a 'low water crossing' where State Highway 19 and Balm Creek meet.

The Wheeler SWCD is hopeful that you will review this situation.

Sincerely,

Harry Phelps
Chairman

cc: Lloy Munjar, Spray Maintenance
Wheeler County Court
file

RECEIVED
STATE HWY ENGR

SEP 10 '82

REFER TO
R. Hector
FOR

Info	Inves	R/D	DXR	Sign	Act	File
		✓				

3/
9-13-82

1985 Dry Gulch Br.(M.P.99.91) 10,054
Sec, John Day Hwy. E. of Spray
(gr, pav. & structure)

jc

10.054

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-6(24)

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
60168

2A. COUNTY NAME
Wheeler

6. TO

12 – [illegible]

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
December 12, 1989

8. FEDERAL ROUTE NUMBER
FAP 6

9. STATE ROUTE NUMBER
5

10. GENERAL LOCATION:
Dry Gulch Bridge

11. GENERAL DESCRIPTION OF WORK
Utility relocation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Gilmour's letter of 12/4/89 you are authorized to proceed with utility relocation work subject to our receipt and approval of the utility agreement with Columbia Power Cooperative and Pacific Telecom Cooperative.

TEC $7,700; F.F. $6,784.

RECEIVED
STATE HWY ENGR
DEC 20 '89
ASSIGNED TO
Cam Gilmour
FOR

INFO	INVES	[illegible]	DIRECT REPLY	SIGN	ACT	FILE
					✓	

14. DATE
12/14/89

15. SIGNATURE OF APPROVING OFFICIAL
John T. Price

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10 651

July 2, 1986

CON 5 - #10,054

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

On June 30, 1986, we wrote to you concerning release of final payment on Contract No. 10,054 awarded to R. L. Coats for work on the Dry Gulch Bridge (M.P. 99.91) Section of the John Day Highway in Wheeler County.

Final payment on this contract is $1,511.62 and the total contract amount is $142,931.52. No work was performed under force account.

George Bell
Assistant Director

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,054

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10054

TO: Robert Gormsen
Manager, Commission Services

DATE: June 26, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10054, On Site Work Substantially Completed November 11, 1985

All Work Completed March 10, 1986

Project Dry Gulch Bridge (M.P. 99.91)

Highway John Day

County Wheeler

Type of Work Grading, Paving and Structure

Contractor R. L. Coats

WES:BMW:ll

cc: B. M. Walton

CPC/FM2

6-30-86 - Surety letter written.

RECEIVED
JUN 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,054

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: January 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: Bruce M. Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-6(14)

Contract 10054 Work Completed 11-11-85

Project Dry Gulch Bridge (M.P. 99.91)

Highway John Day

County Wheeler

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 13, 1986

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR 24 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
JAN 29 1986
OREGON DIVISION

734-2023 (2-85)

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: No. 21 Dry Gulch Bridge (M.P. 99.91) Sec.
WEEK ENDING: November 16, 1985
SECTION PREFIX: 35-1042
HIGHWAY: John Day
COUNTY: Wheeler
NAME OF JOB: Dry Gulch Bridge (M.P. 99.91)
KIND OF WORK: Grading, Paving, Culvert
CONTRACTOR: R.L. Coats Const.
CONTRACT NUMBER: 10,054
FEDERAL AID PROJECT NUMBER: BRF-6(14)
DATE OF CONTRACT: May 16, 1985
DATE WORK STARTED: June 24, 1985
ESTIMATED COMPLETION DATE: October 28, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1
SPECIFIED WORK DAYS: A: ALL
WORK DAYS USED: A: ALL
SPECIFIED CALENDAR DAYS: 150 CWD
CALENDAR DAYS USED: 161
SPECIFIED COMPLETION DATE: 150 CW
PERCENT OF TIME ELAPSED: 107
PROJECT AUTHORIZATION: $ 168,143
EXCLUSIVE OF ENGINEERING: $ 154,810
ENGINEERING AUTHORIZATION: $ 13,333
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
This Week 378
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 154,810
ENGINEERING COST TO DATE: $ 9,983
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 75 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0			0.0
MILES PARTIALLY COMPLETED	.0	.0			0.0
MILES COMPLETED	.0	.0			.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,897cy	1,280tn			440tn
TOTAL QUANTITIES CORRECTED TO DATE	6,897cy	1,280tn			440tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,504cy	576tn			0tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Pick-up.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10		160		
MONDAY 11	Clear	161		
TUESDAY 12	Clear	0		
WEDNESDAY 13	Clear	0		
THURSDAY 14	Clear	0		
FRIDAY 15	Overcast	0		
SATURDAY 16		0		

CONTR. NO: 10,054 DATE: November 15, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10 **SUNDAY**	No activity.
11 **MONDAY**	Placed 244 feet of type 2 fence.
12 **TUESDAY**	General clean up & moved equipment out.
13 **WEDNESDAY**	No activity.
14 **THURSDAY**	No activity.
15 **FRIDAY**	No activity.
16 **SATURDAY**	No activity.

REMARKS

STATUS: Placed 244 feet type 2 fence, cleaned up & moved equipment out.

NEXT WEEK: No activity.

8 hrs. O.T. - Inspector worked Monday which was a Holiday.

SIGNED Theo A. P
T.A. Penner Proj. Mngr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

June 11, 1985

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

CON 5

#10,054

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,054 for work on the Dry Gulch Bridge (M.P. 99.91) Section of the John Day Highway in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

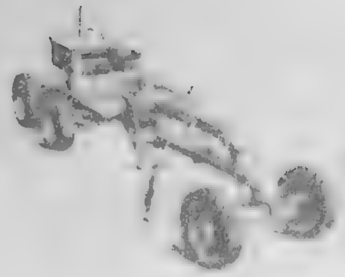
Robert W. Gormsen
COMMISSION SERVICES

alp

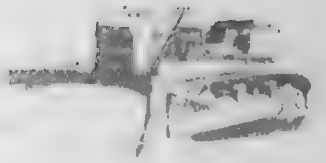
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Tom Penner



R. L. COATS, General Contractor
2975 N.W. SKYLINE RANCH ROAD • P.O. BOX 1008 • BEND, OREGON 97701 • 382-2166 or 382-5366



May 10, 1985

Robert W. Gormsen
Room 121 Transportation Bldg.
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadvantaged Enterprise

Dear Mr. Gormsen:

The following Disadvantaged owned business enterprise will be employed as subcontractor on the Dry Guldh Bridge (M.P. 99.91) on the John Day Highway.

Disadvantaged Business Enterprise Goals 3%

EMW CONSTRUCTION
20008 Alderwood Circle
Bend, Oregon 97702
(503) 389-1558

Subcontract for Metal Rail with Tubing, Alternate "A"

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
01	Mobilization	LS		1,500.00	1,500.00
33	Metal Rail with Tubing	LinFt	38	75.15	2,855.70
	TOTAL				$4,355.70

Sincerely,

R.L. Coats

R.L.Coats
Owner

RLC/wm

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Lorraine Ellis

·10,054

t

TO BE COMPLETED BY FHWA 6-73	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-11-85	**STATE** Oregon **COUNTY** Wheeler **PROJECT NO.** BRF-6(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 19 "Dry Gulch Bridge (M.P. 99.91) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4/17/85	0.003

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 169,703.00	**FEDERAL FUNDS** $ 135,761.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXXX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 11 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JUNE 6, 1985

Federal Aid Project No. BRF-6(14)

Dry Gulch (M.P. 99.91) Bridge Section
John Day Highway
Wheeler County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Bridge (Sta. 4986B) (Sta. 18+00 to Sta. 23+25)

Mobilization	Lump Sum	All	Lump Sum	$ 12,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	900.00
Temporary Signs	Sq. Ft.	200	8.00	1,600.00
Temporary Barricades	Each	4	80.00	320.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	75	10.00	750.00
Temporary Plastic Safety Markers	Each	24	30.00	720.00
Temporary Delineators	Each	32	15.00	480.00
Flaggers	Hour	250	10.00	2,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	24,000.00
General Excavation	Cu. Yd.	6,897	3.00	20,691.00
Stone Embankment	Cu. Yd.	191	8.00	1,528.00
Watering	M-Gal.	24	10.00	240.00
1"-0 Aggregate Base	Ton	1,280	12.00	15,360.00
Class "B" Asphalt Concrete	Ton	440	10.00	4,400.00
Guardrail, Type 2A	Lin. Ft.	138	10.00	1,380.00
Guardrail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guardrail Anchors, Type 1	Each	3	300.00	900.00
Guardrail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type B	Each	1	80.00	80.00
Rail End Pieces, Type C	Each	3	80.00	240.00
Type 2 Fence	Lin. Ft.	505	2.00	1,010.00
Extra for Asphalt Approaches	Each	4	200.00	800.00
Loose Riprap, Class 700	Cu. Yd.	165	12.00	1,980.00
Filter Blanket	Cu. Yd.	25	20.00	500.00

Structure
Bridge No. 4986B, Alternate "A"

Bridge Removal Work	Lump Sum	All	Lump Sum	2,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	2,000.00
Structure Excavation	Cu. Yd.	150	8.00	1,200.00

Structure Excavation Below Elevations Shown	Cu. Yd.	15	20.00	300.00
Structural Concrete, Class 3300 (75 C.Y.)	Lump Sum	All	Lump Sum	22,500.00
Structural Concrete, Class 4500 (32 C.Y.)	Lump Sum	All	Lump Sum	10,880.00
Reinforcement (13,850 Lbs.)	Lump Sum	All	Lump Sum	6,925.00
Coated Reinforcement (2,650)	Lump Sum	All	Lump Sum	1,590.00
Metal Rail with Tubing	Lin. Ft.	38	40.00	1,520.00
Membrane Waterproofing	Sq. Yd.	55	10.00	550.00
				$ 145,144.00

Anticipated Items

Columbia Power Coop	All Required	$ 1,375.00
Permanent Pavement Striping	All Required	1,500.00
Temporary Erosion Control	All Required	1,000.00
		$ 3,875.00
	Subtotal	149,019.00
	Engineering	20,117.00
	Total	$ 169,136.00

Length of Structure ---------------- 0.003 mile

Retain in Reserve

Fencing	All Required	$ 500.00
	Engineering	67.00
	Total	$ 567.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$169,136.00	$135,308.00	$33,828.00
Reserve	567.00	453.00	114.00
Total	$169,703.00	$135,761.00	$33,942.00

Group 1: 100%
Contract No. 10,054
Prefix: 35-1962
Prefix: 35-1042
Appn Code: 118

DDB:me

10,054

CON 19-H.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-6(14)

Dry Gulch

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-2-85

4. PROGRAM NO.

5. ITEM NO. 40025

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-26-85

8. FEDERAL ROUTE NUMBER Primary 6

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

DRY GULCH BRIDGE #04986-005-09991 SECTION (MP 99.91)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated April 29, 1985 this will confirm the advance approval date of April 26, 1985, contingent upon modification of Project Agreement if additional funds are required, to proceed with the adjustments to Columbia Power Cooperative Association's aerial power line relocation. Reimbursement on an actual cost basis estimated to be $1,375/Federal Funds $1,100 is approved.

The Agreement with Columbia Power Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STAT HWY ENGR
MAY 8 '85
REFER TO Potter
FOR

Orig-to
5/8

14. DATE 5/8/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,054

Con 19-1
Dry Gulch

nig

U. S. DEPARTMENT OF TRANSPORTA ON
~~FEDERAL~~ HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-6(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40025

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR

Orig ltr
att. to
4/25

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER Primary 6

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:
DRY GULCH BRIDGE #04986-005-09991 SECTION (MP 99.91)

11. GENERAL DESCRIPTION OF WORK
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-10-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $189,723; Federal Funds $151,777.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoener

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10.054

Con 19-1
Dry Gulch
M

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
4986B

September 21, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

IGINAL SIGN
RALD E. BACKST
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Dry Gulch Creek Bridge
John Day Highway
Wheeler County
BR 4986B

Enclosed are two reduced prints of Drawings 39936 and 39438 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The structure is provided with two 12-foot lanes and two 3'-9" shoulders for a total roadway width of 31'-6" which is in accordance with the standards governing the project. A detour will be provided just upstream of the existing structure.

We propose to construct a cast-in-place concrete rigid frame structure supported on spread footings.

The estimated cost of the proposed structure based on quantities, including engineering and contingencies, is $43,000.

We request your approval of our preliminary plan.

MAM:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
R. D. Hector, Region 5 Engineer /w/ 1
Cam Gilmour /w/ 1
Harry Oswald, Dist. Maint. Supervisor /w/ 1

RECEIVED
STAT. HWY ENGR
SEP 21 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

10,054

CON 77-1
Dry
Gulch

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HBR-OR
BRF-30(6)
BRF-6(8)
BRF-6(10)
BRF-6(9)
BRS-190(1)

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Bridge Waterproof Membranes

Please be informed it is still Federal Highway's position that waterproof membranes are required on all state highway bridges that are covered with asphalt. Mr. Anhorn in his September 10 memorandum to Mr. Hart does not seem to be aware of this national policy. If the following bridges have asphalt overlays a waterproof membrane must be included.

BRF-30(6) Five-Mile Creek (#4725A)
BRF-6(8) Dry Creek (#4986)
BRF-6(10) Dry Gulch Creek (#3495)
BRF-6(9) Johnny Creek (#0256A)
BRS-190(1) Middle Fork Cold Springs (#4780)

Sincerely yours,

For
Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
[illegible]
FOR

Info	Inves	R/O	D/R	Sign	Act	File
					✓	

Cy
9/24

10,054

20N 19-1
Dry Gulch

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
4725A
3495A
4986B
16720
4780A

September 19, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

IGINAL SIGN
ALD E. BACKST
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Bridge Waterproofing Membrane

Enclosed is a copy of the letter from Region 5 Construction Engineer requesting elimination of the waterproof membrane for the following structures:

1. Five Mile Creek Bridge, Bridge 4725A
2. Dry Gulch Bridges, Bridges 3495A and 4986B
3. Johnny Creek Bridge, Bridge 16720
4. Middle Fork Cold Springs Canyon Bridge, Bridge 4780A

The Region has indicated that they will not use salt in the areas where the above structures are located.

Please confirm if you concur with Region's request.

KAK:jrb

Enclosure

cc: E. S. Hunter
~~Gary Potter~~

RECEIVED
STATE HWY ENGR
SEP 20 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Con 19-1

SC 10,054

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-6(8) Dry Gulch

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40025

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-23-84

8. FEDERAL ROUTE NUMBER Primary 6

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

Dry Gulch Bridge #04986-005-09991 Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 8-21-84 the program change to include in the Character of proposed "Right-of-Way Acquisition" is approved.

Also, as requested, you are authorized to proceed with the acquisition of file No. 54031 and 54032 as shown on R/W Map 10C-52-12 at a TEC of $2,500 - Federal Funds $2,000.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL John W Wichman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,054

Con 19-1
Dry Gulch

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40025
Project No. BRF-6(8)
Dry Gulch Bridge Section
John Day Highway
Wheeler County

I request your approval of a program change on the subject project to include in the Character of Proposed Work "Right of Way Acquisition", at an estimated total cost of $2,500 with Federal funds of $2,000. The right of way to be acquired consists of a permanent easement for a channel change and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of Map No. 10C-52-12.

RHZ:pf
Enclosure

cc: J. Boyd
D. Aman
General Files ✓

Form 734-3122

10,054

5

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. E. Boyd, Manager
Right of Way Section

July 18, 1984

J. H. Versteeg
Road Design Engineer

Files 54031 & 54032
Dry Gulch Bridge (M.P. 99.91)
John Day Highway
Wheeler County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

10,081 5

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

June 20, 1984

J. H. Versteeg
Road Design Engineer

File 53926
Dry Gulch Bridge Section
John Day Highway
Grant County

Attached is an authorization, correspondence and prints of the Exhibit Map for the subject project.

By: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

15651 5 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Dry Gulch Bridge (#3495) 11-11-83

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 12-1927

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		20,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		600
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 28,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-6(10)

LOCATION ENGINEER'S REMARKS

Costs shown are for monitoring Consultant activities.

1 Votsteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

On Preliminary [illegible]

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X	DATE 9-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H [illegible] for	DATE 11-11-83
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE 10/14/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST DGB0091

SEE INSTRUCTIONS ON REVERSE

SECTION Dry Gulch Bridge (#3495)	KEY ID # 01258
	REGION 5

STATE HIGHWAY # 5	HIGHWAY NAME John Day	MILE POST FROM 116.25 TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # ORE 19	FEDERAL AID # FAP 6	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 1-11 28 ~~30~~	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	–
ROADWAY	$ 20		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 50		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	~~S~~ C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 5				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 30 ~~20~~		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 105 ~~75~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~125~~ ~~105~~ 133				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 86	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1987

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	220	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure has deteriorated requiring temporary repairs to keep it in service. Current sufficiency rating is 24.7.

25' x 32'

NOTED
D. E. SH[illegible]

RECEIVED
JAN 10 1983
BRIDGE SECTION

PROPOSED SOLUTION

Construct prestressed reinforced concrete slab span.

ON Prelim 6-8 HP
For [illegible]

REQUESTED REGION ENGINEER X	DATE 12/27/82
APPROVED ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR 85	FUNDING

This existing timber structure was constructed in 1942 and has a current sufficiency rating of 24.7. This timber structure has far exceeded the normal design life. Temporary repairs have allowed the structure to remain in service. Additional maintenance problems are anticipated to keep the structure in service.

Dry Gulch is in a flash flood area of the John Day River drainage which subjects this structure to unusual conditions and unusual maintenance.

Spot improvement projects along this section of the John Day Highway have been an acceptable alternative to rebuilding the route by the Grant County Court and the District 12 Council of Government.

The project is consistent with the Division's goal of replacing deficient bridges in order to maintain the system.

PROJE PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1258

SECTION Dry Gulch Bridge (#3495)

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N [illegible]
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	C ~~N~~	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	C	(LIST BELOW)	

COMPANIES
None apparent

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS
						55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				0			9	×	9			0				
				4			12		12			4				

PROPOSED 200' Taper Section

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Widen base	14"				
Pave	3"	2"			

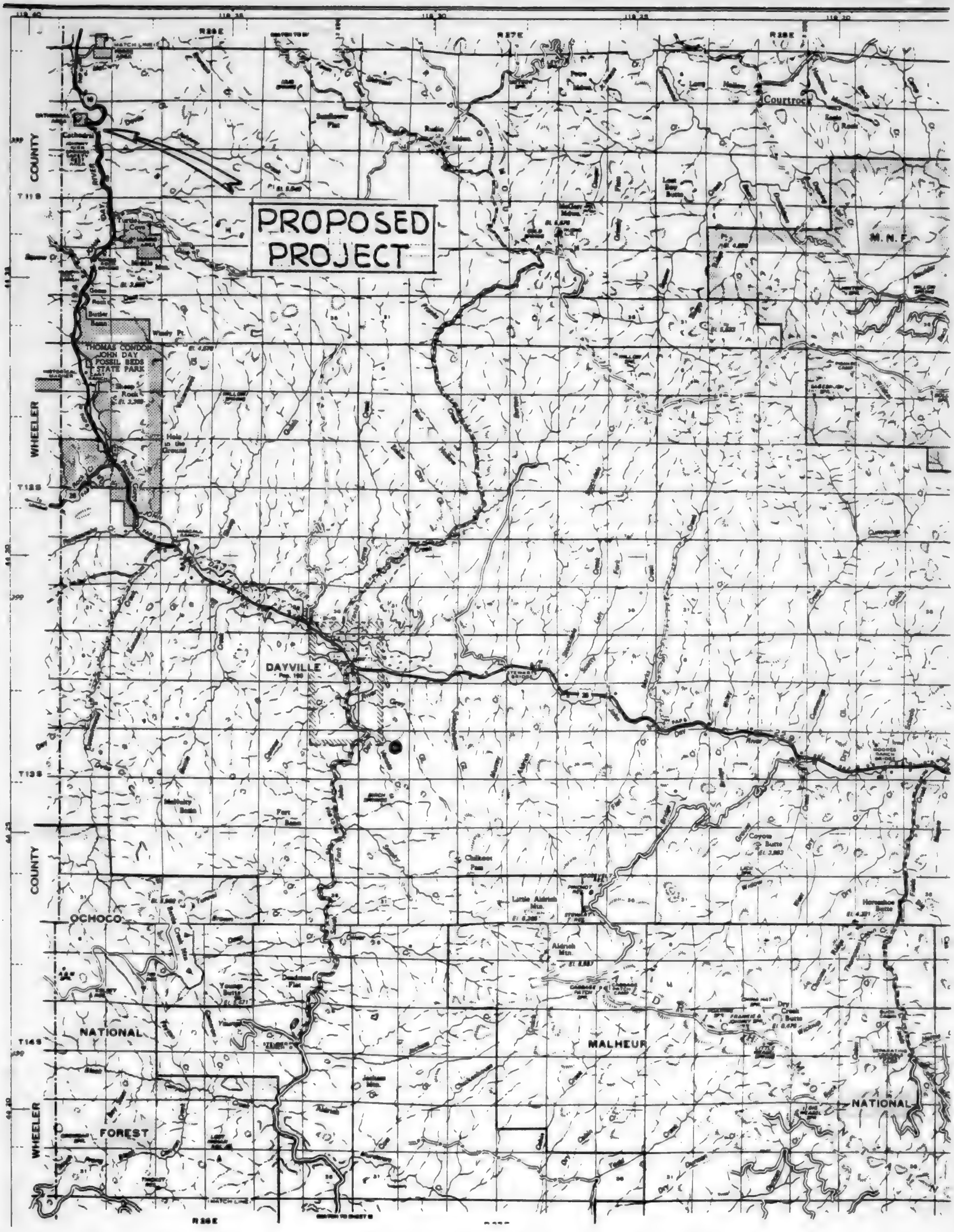
STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	24	32	50,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)


PROPOSED PROJECT
R26E
R27E
R28E
T11S
T12S
T13S
T14S
WHEELER COUNTY
WHEELER COUNTY
Courtrock
M.N.F.
Cathedral Rock
Turtle Cove
Goose Rock
Butler Basin
Windy Pt.
THOMAS CONDON JOHN DAY FOSSIL BEDS STATE PARK
Sheep Rock
Hole in the Ground
JOHN DAY RIVER
DAYVILLE
Fort Rock
Chikoot Pass
Little Aldrich Mtn.
Aldrich Mtn.
Coyote Butte
Horseshoe Butte
Dry Creek Butte
OCHOCO
NATIONAL
FOREST
MALHEUR
NATIONAL
Young Butte
R26E

10,054 CON 19-1

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-6(8) Dry Gulch
2. STATE PROJECT NO. See below
2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon 10-12-83

4. PROGRAM NO.

5. ITEM NO. 40025

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-83

8. FEDERAL ROUTE NUMBER Primary 6

9. STATE ROUTE NUMBER Primary 5

10. GENERAL LOCATION:

DRY GULCH BRIDGE #4986 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $22,000; FF $17,600

13. REMARKS

As requested by Mr. Swan's PEA dated October 10, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to 10/25

14. DATE 10-19-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wheeler Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Dry Gulch Bridge (#4986)

REGION 5

SURVEY AUTHORITY Hwy #5	AUTHORIZATION NO. 1	PREFIX 35-1962	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		12,500	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,000
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 22,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER BRF-6(8)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Costs shown are for monitoring Consultant's activities.

1 Versteeg ✓
Anderson
2 Adams
(cy) Macnab
3 Stoudenmeyer
Terpin
4 Trout
(cy) Wakerlig
5 Molly

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

Cy to Lyle
Do Not File ☐
Return To
Bring Up / /
Action

On Preliminary [illegible] Program

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X	DATE 9-1-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H [illegible] for	DATE 10-11-83
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-83	

734-1914 (7-82)

0GB0002

1308

	Dry Gulch Bridge (#4986)
SECTION	5
REGION	5
HIGHWAY	John Day
MILEPOST	99.86 TO 99.96
LENGTH	528'
☐ URBAN XX RURAL	
CITY	
COUNTY	Wheeler
ROUTE #	ORE 19
FED AID #	FAP 6
APPLICANT	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		S 22 ~~30~~	GRADING (✓)	X		FILES (#)	
RIGHT OF WAY		S	PAVING (✓)	X		ACRES (#)	
ROADWAY	S 30		STRUCTURES (✓)	X		RELOCATIONS (#)	
STRUCTURES	S 53		SIGNING (✓)			WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	S		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S C
ILLUMINATION	S		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	S 4					RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	S		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	S 35		DESIGN CATEGORY (1-7)	6/7		CONSTRUCTION BY	
TOTAL CONSTRUCTION		S 122	WORKTYPE (1-12)	~~3~~ (5)		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		S 144 ~~152~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	3/33	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
			HBR or FAP	1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) S
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) S

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	320	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Timber span structure has deteriorated resulting in sufficiency rating of 14.6. Narrow, horizontal clearance presents hazard to motorist.

PROPOSED SOLUTION

Construct prestressed concrete slab span bridge and widen approach spans.

X
DATE 12/29/82

X

DATE

Y

84

Dry Gulch Bridge (#4986)

5

PROJECT JUSTIFICATION

This timber span structure was constructed in 1941 and has exceeded the normal design life by several years. Temporary repairs have kept this bridge in service at the expense of maintenance funds. Estimated heavy vehicle traffic is 16%.

This project is consistent with spot improvement betterments which have been accomplished along Highway 5. The concept of this type of improvement is supported by Wheeler and Council of Government District No. 12.

Early approval and programming is requested for this project so we may avoid further expenditures of maintenance funds.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1308

SECTION Dry Gulch Bridge (#4986)

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N ~~C~~
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY						UTILITIES	C	(LIST BELOW)
ACQUISITIONS		RELOCATIONS				COMPANIES Columbia Power Coop.		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)					
RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 55		DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			10	×	10			1				
				4			12		12			4				

PROPOSED 200' Taper Sections

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Widen Base	14"				
Pave	3"	2"			

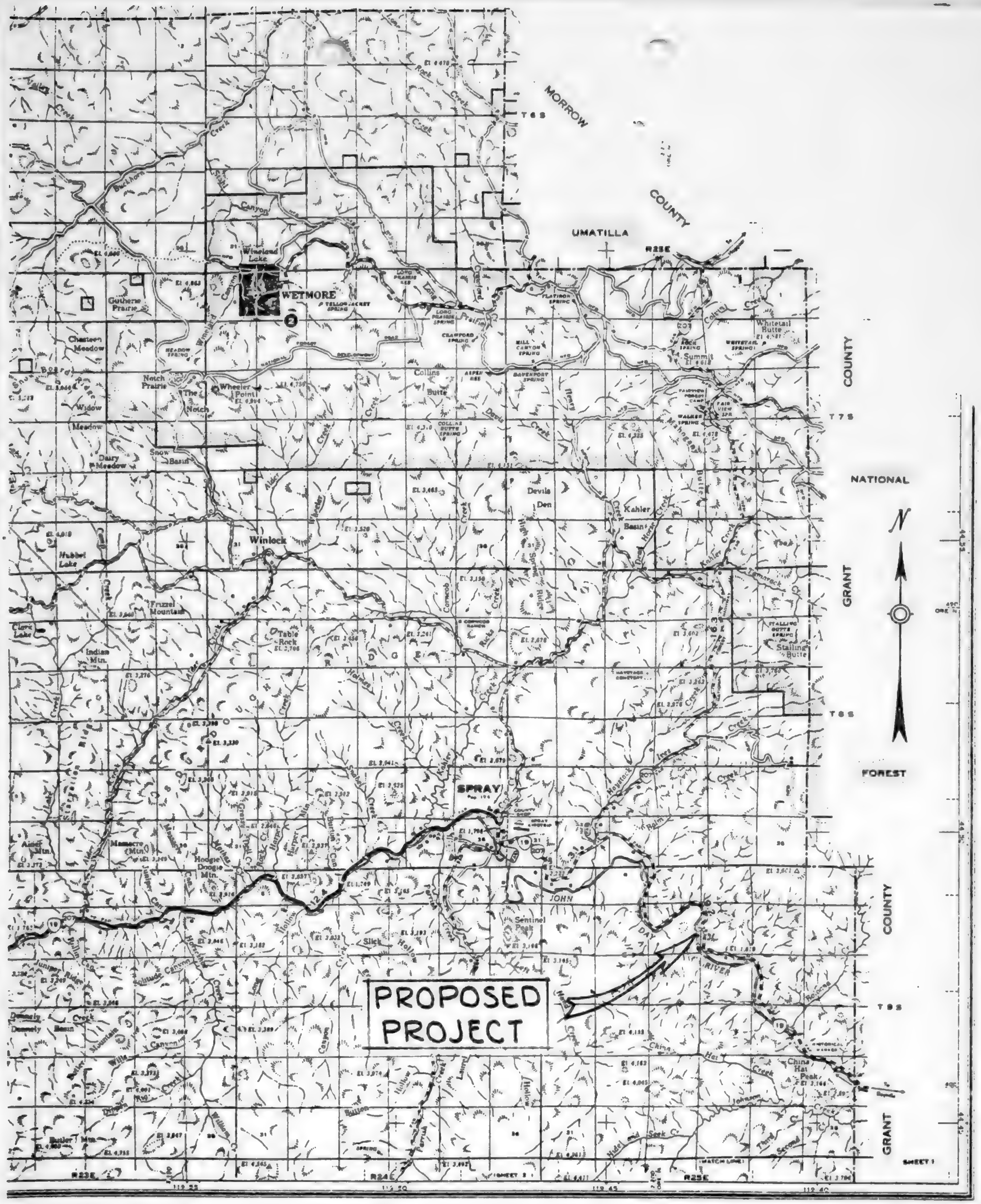
STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	24'	32'	53,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)


MORROW COUNTY
UMATILLA
COUNTY
NATIONAL
FOREST
GRANT
COUNTY
GRANT
WETMORE
Winlock
SPRAY
Wineland Lake
Guthrie Prairie
Chesteen Meadow
Notch Prairie
The Notch
Wheeler Point
Widow Meadow
Dairy Meadow
Snow Basin
Hubbel Lake
Frizzel Mountain
Clark Lake
Indian Mtn.
Table Rock
Collins Butte
Devils Den
Kahler Basin
Whitetail Butte
Summit
Stalling Butte
Sentinel Peak
Massacre Mtn.
Hoogie Doogie Mtn.
Donnelly Basin
Butler Mtn.
China Hat Peak
JOHN DAY RIVER
PROPOSED PROJECT
N
T 6 S
T 7 S
T 8 S
T 9 S
R 24 E
R 25 E
SHEET 1

APPROVED DECEMBER 27, 1960 GENERAL HIGHWAY MAP **WHEELER COUNTY** OREGON

1985 Corvallis-Newport Hwy. @ 10,055
15th Street in Corvallis
(traffic signal install.)

C+A 8256 05-06-85

10,055

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10-548	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Benton
PROJECT REPORT NUMBER	11-21-86	Project Number HES-21-1(6)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 11, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 105,195.00	$ 114,512.00
Federal funds	$ 94,675.00	$ 103,060.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. HES-21-1(6)

S.W. 15th St. (Corvallis St.) Section
Corvallis-Newport Highway
Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$20,230.00
		$20,230.00

Type Code Y031
Traffic Signal (1 location)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 4.00	190	$ 760.00	231	$ 924,00
General Excavation	25.20	70	1,764.00	125	3,150.00
Concrete Walks	14.70	50	735.00	97	1,425.90
Concrete Curbs	6.83	545	3,722.35	589	4,022.87
Detector Loops F.A. #1A	---	---	---	100%	392.00
Relocate Wiring F.A. #2A	---	---	---	100%	794.00
3/4-0 Aggregate F.A. #3A	9.61	---	---	187	1,797.07
Flaggers F.A. #4A	10.00	---	---	96	96.00
CG-2 Inlets F.A. #5A	---	---	---	100%	2,159.00
			$6,981.35		$14,760.77

Increase	$ 7,779.42
Subtotal From Estimate on February 26, 1986	74,205.35
Subtotal	$81,984.77
Engineering	12,297.23
Total	$94,282.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
P.E.	141	90.0	$ 20,230.00	$ 18,207.00	$ 2,023.00
Signal	141	90.0	94,282.00	84,853.00	9,429.00
TOTAL			$114,512.00	$103,060.00	$11,451.00

Group 011 = 100%
Contract No. 10,055
Prefix: C002-1971 (P.E.)
C10055

RLC:me

10,055

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-96	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Benton
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	3-18-86	Project Number HES-21-1(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 11, 19 83 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 92,965.00	$ 105,195.00
Federal funds	$ 83,668.00	$ 94,675.00
Other revisions		

This modification is made for the following reasons: to include approved increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of MAR, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon February 26, 1986

Federal-Aid Project No. HES-21-1(6)

S.W. 15th St. (Corvallis St.) Section
Corvallis-Newport Highway
Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 20,230.00
		Total	$ 20,230.00

Type Code Y031
Traffic Signal (1 Location)

Total same as previous estimate of June 19, 1985		$ 69,930.35
	Total	$ 69,230.35

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,500.00
State Furnished PROM & Program	All Required		700.00
Signal Controller Testing & Turn-on	All Required		2,275.00
Roadside Seeding & Mulching	All Required		500.00
			$ 4,975.00
		Subtotal	$ 74,205.35
		Engineering	10,759.65
		Total	$ 84,965.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
P.E.	141	90.0	$ 20,230.00	$ 18,207.00	$ 2,023.00
Signal	141	90.0	84,965.00	76,468.00	8,497.00
Total			$ 105,195.00	$ 94,675.00	$ 10,520.00

Group 011: 100%
Contract: 10,055
Prefix: C002-1971 (P.E.)
C002-1014

DDB:bkb

10,055

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-237		County Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number Benton
MODIFICATION NUMBER 1		HES-21-1(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 6, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,000.00	$ 92,965.00
Federal funds	$ 7,200.00	$ 83,668.00
Other revisions		

This modification is made for the following reasons: to add contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout

for Manager, Program Section
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 19, 1985

FEDERAL AID PROJECT NO. HES-21-1(6)

S.W. 15TH STREET (CORVALLIS STREET)
CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE

Preliminary Engineering	All Required	$ 8,000.00
	TOTAL	$ 8,000.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Mobilization	Lump Sum	All	Lump Sum	$ 5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	190	4.00	760.00
Temporary Barricades	Each	4	21.00	84.00
Flaggers	Hour	100	10.00	1,000.00
General Excavation	Cu. Yd.	70	25.20	1,764.00
Class "C" Asphalt Concrete	Ton	24	89.25	2,142.00
Concrete Walks	Sq. Yd.	50	14.70	735.00
Concrete Curbs	Lin. Ft.	545	6.83	3,722.35
Pedestrian Barrier	Each	2	210.00	420.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	44,500.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	2,103.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	5,500.00
				$ 69,230.35

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,500.00
State Furnished Prom & Program	All Required	700.00
Signal Controller Testing & Turn-On	All Required	2,275.00
Roadside Seeding & Mulching	All Required	500.00
		$ 4,975.00
	SUBTOTAL	$ 74,205.35
	Engineering	10,759.65
	TOTAL	$ 84,965.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 8,000.00	$ 7,200.00	$ 800.00
Signal	84,965.00	76,468.00	8,497.00
Total	$ 92,965.00	$83,668.00	$ 9,297.00

Group 1:	100%	
Contract No.	10,055	
Prefix:	2-1971	P.E.
Prefix:	2-1014	

Appn Code: 141

CPL:DDB:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-53	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10 11 83	State Oregon County Benton Project No. HES-21-1(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, S.W. 15th St. (Corvallis)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-23-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,000.00	$ 7,200.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 11 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 6, 1983

Federal-Aid Project No. HES-21-1(6)

S.W. 15th Street (Corvallis Street)
Corvallis-Newport Highway
Benton County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 8,000.00
		$ 8,000.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,000.00	$ 7,200.00	$ 800.00
Retain in Program			
Contract Work	125,000.00	112,500.00	12,500.00
	$ 133,000.00	$ 119,700.00	$ 13,300.00

Group 1 100%
Prefix: 1-1971

10,035

jc cc: ID (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Benton		DIVISION Oregon
DATE OF REPORT 9-12-86	REPORT MADE BY W. H. Kappus, Area Engineer			PROJECT NO. HES-21-1(6)
COMPLETION DATE (Actual) 12-14-86	ACCEPTANCE DATE BY CONRTACT AGENCY 5-23-86		TIME ELAPSED 100 %	CONTRACT TIME 12-15-86 COMP DATE
LOCATION SEE BELOW				

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CORVALLIS/NEWPORT HWY @ 15TH STREET
CORVALLIS/NEWPORT HWY (CORVALLIS)
Traffic Signal Installation

This project provided for the installation of a traffic signal.

The contract work was awarded to Cherry City Electric, Inc. on June 4, 1985. Work started September 16, 1985 and was completed December 14, 1985. Final project cost overran approximately 4%. This was due to the addition of a catch basin and additional curbing work.

On January 13, 1986 a final inspection of the completed project was made.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- WHK -

RECEIVED
STATE HWY ENGR
SEP 18 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

gy
9/19

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William L. Kappus		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9/17/86	TITLE District Engineer A	DATE 9/18/86

.10,055

June 9, 1986

CON 5 - #10,055

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

On June 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,055 awarded to Cherry City Electric, Inc. for work on the Corvallis-Newport Highway at 15th Street (Corvallis) in Benton County.

Final payment on this contract is $1,801.55 and the total contract amount is $78,187.78. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Cherry City Electric, Inc.
635 17th Street, S.E.
Salem, OR 97301

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,055

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10055

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10055 , On Site Work Substantially Completed December 14, 1985

All Work Completed March 26, 1986

Project Corvallis/Newport Hwy.@ 15th St.(Corvallis)

Highway Corvallis-Newport

County Benton

Type of Work Traffic Signal Installation

Contractor Cherry City Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

6/2
Quarterly Bulletin

Noted
RG.

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-1(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30176

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 30, 1985

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
Corvallis-Newport Hwy at 15th St. (Corvallis)

11. GENERAL DESCRIPTION OF WORK
Install signs and reinstall guide signs on signal poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/30/85 as requested in Mr. Fredrickson's letter of 3/27/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $500; Federal Funds $450.

RECEIVED
ST HWY ENGR
APR 21 '86
REFER TO
Potter
FOR
Info Inves N/D D/R Sign Act File

Orig to
4/21

14. DATE 4/18/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,055

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Corvallis-Newport Hwy @ 15th St.(Corvallis)	WEEK ENDING March 29, 1986	SECTION PREFIX C10055
HIGHWAY Corvallis-Newport	COUNTY Benton	
NAME OF JOB Corvallis-Newport Hwy @ 15th St.(Corvallis)	KIND OF WORK traffic signal installation	
CONTRACTOR Cherry City Electric Inc.	CONTRACT NUMBER 10055	FEDERAL AID PROJECT NUMBER HES-21-1(6)
DATE OF CONTRACT June 4, 1985	DATE WORK STARTED Sept 16, 1985	ESTIMATED COMPLETION DATE Dec. 14, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 90
PROJECT AUTHORIZATION: $ 84,965.13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 77,544.59	ENGINEERING AUTHORIZATION $ 7,420.54	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 82,350	ENGINEERING COST TO DATE $ 7,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN +6 %	PERCENT OF AUTHORIZATION 94 %	DATE PROJECT WAS COMPLETED: Dec. 14, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	signals	
		100		100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14				0.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.14				0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	70				24
TOTAL QUANTITIES CORRECTED TO DATE	125				24
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	125				24
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Third notification issued March 26, 1986

PROJECT COMPLETED

FINAL REPORT

SIGNED Alva D. Vohland
Alva D Vohland
LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-1(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Benton
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30176

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 12, 1986
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:
S. W. 15th Street (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/26/86 we approve the revised Preliminary Engineering costs to a TEC of $20,230; Federal Funds $18,207.

(Increase TEC $12,230; Federal Funds $11,007)

RECEIVED
STATE HWY ENGR
MAR 17 '86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
3/17

14. DATE 3/13/86
15. SIGNATURE OF APPROVING OFFICIAL G. K H
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
10055

DATE: March 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Bruce M. Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-21-1(6)

Contract 10055, Work Completed December 14, 1985
Project Corvallis/Newport Hwy. @ 15th St. (Corvallis)
Highway Corvallis-Newport
County Benton

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Jan. 13, 1986

G. K. Hosener
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
TAT HWY ENGR
MAR 12 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

off Electric Compan

Eoff

SERVING CONTRACTORS,
OEM'S, UTILITIES AND
INDUSTRIAL CUSTOMERS
SINCE 1919.

☐ **Portland**
509 N.W. 10th Avenue
P.O. Box 2828—97208
(503) 222-9411

☐ **Salem**
P.O. Box 709—97308
(503) 363-9251

☐ **Eugene**
556 Charnelton
P.O. Box 10828—97440
(503) 342-1277

☐ **Vancouver**
808 Harney Street
P.O Box 407—98666
(206) 694-7504
(503) 226-6200 (Portland)

☐ **Bend**
1304 S.W. Hill
P.O. Box 43—97701
(503) 388-1544

10,055

July 1, 1985

10,055

Department of Transportation
Transportation Building, Rm 121
Salem, OR 97310

Gentlemen:

Please be advised that our firm will be delivering materials to the project known as Corvallis - Newport Highway at 15th St. located at Corvallis - Newport Highway at 15th St., Corvallis, Benton County, Oregon on order of our customer, Cherry City Electric. This is not a claim against any bond associated with the project, but rather merely a notice that we are involved with the project and would claim against the bond with Cherry City Electric as principle and Industrial Indemnity Co. of the Northwest as surety in the event we were not paid for the materials we furnish.

Please be assured that this notice is not intended to reflect adversely upon yourself, our customer, or any other person or business associated with the project. This is simply something which our corporate attorney requested we do on all projects and, I think you will agree, something which is merely a good business practice.

In closing, let me convey to you our firm's thanks for your patronage and our hope that you will be pleased with the materials that we will be supplying. If you have any questions regarding this notice, please feel free to contact me at 399-9776.

Thank you again.

Sincerely,

EOFF ELECTRIC COMPANY, INC.

Raymond M. Ramsay

RECEIVED
JUL 5 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RMR:sk

cc: Cherry City Electric
Industrial Indemnity Co. of the Northwest
CERTIFIED MAIL NO. P 071302794

10, 15

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: June 27, 1985

E S Hunter

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 23, 1985 Bid Letting

E.S. HUNTER

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened May 23, 1985 on the following projects:

1. Corvallis-Newport Highway @ 15th Street (Corvallis)
   Corvallis-Newport Highway
   Benton County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

2. Multnomah & Clackamas Counties Seal Project
   Columbia River Highway
   Clackamas and Multnomah Counties
   Pavement Sealing

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Steel Creek Bridge
   Myrtle Point-Sitkum Road
   Coos County
   Grading, Paving and Structure

   Twenty-seven and one-half foot roadway on structure. Grading and paving limited to approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Rejected Bid.

81-125-1307

5. Umpqua River Bridge
Bullock Road
Douglas County
Grading, Paving & Structure

Twenty-eight foot roadway on structure. Grading and paving limited to approaches only.

Same as No. 3.

6. Washington Street-High Street
Pacific Highway West
Lane County
Grading, Paving and Signals

Sidewalks and pedestrian signals will be installed for bicycle and pedestrian use.

7. Project Withdrawn.

8. West Fork Dairy Creek Bridge
Sunset Highway
Washington County
Grading, Paving and Structure

Twelve-foot lanes. Eight-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 3.

9. Project Postponed.

HSC:RPS:ja

cc ~~E. S. Hunter~~
D. G. Talbot
L. E. George
Bob Pool

June 21, 1985

Cherry City Electric, Inc.
635 17th Street, S. E.
Salem, OR 97301

CON 5

#10,055

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,055 for a traffic signal installation on the Corvallis-Newport Highway at 15th Street in Corvallis, Benton County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Alva Vohland
L. E. George

CCE
CHERRY CITY ELECTRIC, INC.

May 28, 1985

Oregon Department of Transportation
Office of Commission Services
Room 121, Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen

Dear Sir,

This letter is to inform you that Cherry City Electric, Inc. intends to use Sure Way Contractors of Eugene, Oregon to fulfill Disadvantaged Business Enterprise goal of 2%. Breakdown as follows:

Bid Item #11	Amount $2,700.00

This means that 4% of the contract will be DBE.

Sincerely,

Darrell B Gish

Darrell B. Gish
Signal System Estimator

DG:cc

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

635 17th Street S.E. - Salem, Oregon 97301 Phone: (503) 399-7609

10,055

TRH 7-6-1 (6)

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO HES-21-1(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-7-85

4. PROGRAM NO.

5. ITEM NO. 30176

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-1-85

8. FEDERAL ROUTE NUMBER Primary21

9. STATE ROUTE NUMBER Primary 33

10. GENERAL LOCATION:

SW. 15th STREET (CORVALLIS) SECTION

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 4-22-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 1, 1985 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a revised total estimated cost of $102,241; Federal Funds $92,016.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

(Increase TEC $33,810; Federal Funds $30,429)

Orig. w/ att. to
5/8

RECEIVED
STATE HWY ENG.
MAY 8 '85
REFER TO
Potter

14. DATE 5/7/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

May 6, 1985

City of Corvallis
City Hall
Corvallis, OR 97339

AGR 4-1

Attention: Ed Todd
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8256

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic control equipment on the Corvallis-Newport Highway at 15th Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

Date August 25, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Corvallis - Newport Highway MP 55.45

Region 2 has requested a project to install traffic signals on the Corvallis-Newport Highway at 15th Street in the City of Corvallis.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Corvallis-Newport Highway @ 15th Street(Corvallis) Benton County	$133,000	$119,700	$13,300

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE
Traffic Engineer

RHB/rhb
Attachments

on report

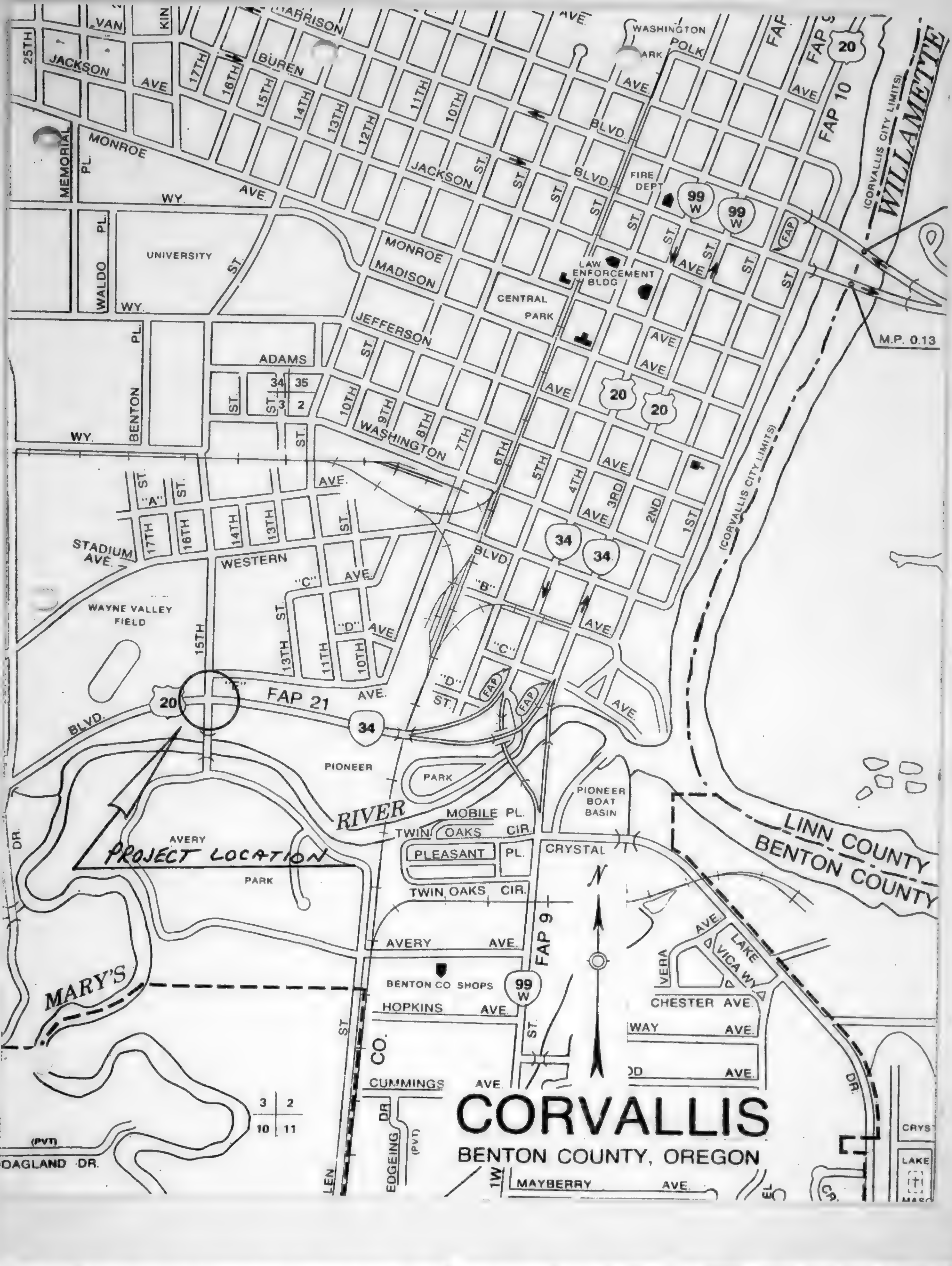
RECEIVED
STATE HWY ENGR
AUG 29 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8-30-83
orig. to
Gorman
cy George
files

APPROVED:

H S Coulter
State Highway Engineer

DATE: 8-29-83


PROJECT LOCATION
WILLAMETTE
(CORVALLIS CITY LIMITS)
M.P. 0.13
LINN COUNTY
BENTON COUNTY
MARY'S
RIVER
FAP 21
FAP 10
FAP 9
FAP
20
34
99 W
N
UNIVERSITY
CENTRAL PARK
FIRE DEPT
LAW ENFORCEMENT BLDG
WASHINGTON PARK
WAYNE VALLEY FIELD
PIONEER PARK
PIONEER BOAT BASIN
AVERY PARK
BENTON CO SHOPS
MONROE
JACKSON
MADISON
JEFFERSON
ADAMS
WASHINGTON
HARRISON BLVD
VAN BUREN
POLK
MEMORIAL PL.
WALDO PL.
BENTON PL.
STADIUM AVE.
WESTERN BLVD
"A" ST.
"B" AVE.
"C" AVE.
"D" AVE.
"E" ST.
MOBILE PL.
TWIN OAKS CIR.
PLEASANT PL.
CRYSTAL LAKE DR.
AVERY AVE.
HOPKINS AVE.
CUMMINGS AVE.
CHESTER AVE.
VERA
LAKE
VICA WY
EDGEING DR (PVT)
HOAGLAND DR.
(PVT)
MAYBERRY AVE.
CO.
1W
25TH
17TH
16TH
15TH
14TH
13TH
12TH
11TH
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
34
35
3
2
10
11
LAKE
MASO

CORVALLIS

BENTON COUNTY, OREGON

10,055

TRH 7-6-5

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
October 25, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened October 25, 1984 on the following projects:

1. Port of Entry (Woodburn)
   Pacific Highway, Marion County
   Grading, Paving & Buildings
   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Corvallis-Newport Highway @ SW 15th St. (Corvallis)
   Corvallis-Newport Highway, Benton County
   Signals
   Pedestrian signals will be installed on this project.

3. SE 82nd Avenue - Clackamas Highway
   East Portland Freeway, Clackamas County
   Base & Paving
   Lane widening; Bicycle & pedestrian facilities will not be constructed at this time.
   Parallel facilities are planned for construction at a later date.

4. Paulina Creek Bridge
   Paulina-East Lake County Road, Deschutes County
   Structure
   Twelve-foot lanes. Four-foot shoulders available for bicycle/pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORs Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

5. W.C.L. - S.C.L. (Myrtle Creek)
   Myrtle Creek Highway, Douglas County
   Grading & Paving
   Twelve-foot lane with six-foot shoulders in the rural area and twelve-foot lanes with thirteen-foot shoulder/parking and existing sidewalks in urban area.
   Shoulders available to bicycle/pedestrian traffic.
   Same as No. 4.

6. Redwood Highway (7th St.) @ Morgan Lane & Redwood Highway @ Jacksonville Highway (Grants Pass)
   Josephine County
   Traffic Signals
   Pedestrian signals and sidewalk ramps will be installed for bicycle and pedestrian traffic.

7. Beltline Highway at Barger Avenue
   Beltline Highway, Lane County
   Traffic Signals
   Pedestrian signals are being installed.

8. Washington Street - High Street
   Pacific Highway West, Lane County
   Paving
   Four-lane couplets. Five to ten-foot sidewalks to be constructed on each side for pedestrian use.
   Same as No. 4.

9. Irrigon Junction Interchange
   Old Oregon Trail Highway, Morrow County
   Grading, Paving & Structure
   Freeway ramp reconstruction.
   Same as No. 4.

10. Traffic Signal Installation (3 locations)
    Various County Roads, Multnomah County
    Traffic Signals
    Pedestrian signals will be installed at all locations.

11. Indian Creek (Zeamer Road) Bridge
    Zeamer Road, Union County
    Structure
    Twenty-eight-foot road way on structure and aggregate approaches.

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

12. Prairie Creek (Enterprise) Bridge
    Wallowa Lake Highway, Wallowa County
    Structure
    Twelve-foot lanes. Six-foot shoulders on approaches and structure available for bicycle & pedestrian traffic.
    Same as No. 4.

13. Bledsoe Creek and East Fork Dairy Creek Bridges
    Harrington Road, Washington County
    Structures
    Ten-foot lanes with four-foot shoulders available for bicycle & pedestrian traffic.
    Same as No. 4.

14. Gales Creek (Ritchey Road) Bridge
    Ritchy County Road, Washington County
    Structure
    Twevle-foot lanes and three-foot shoulders on approaches and structure.
    Same as No. 4.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

10,055

Iza 7-6-f
Corvallis

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-21-1(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
30176

6. TO
Mr. H. S. Coulter, State Highway Division
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 15 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. w/ att. [illegible]
10/15

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-3-84	Primary 33	Primary 20

10. GENERAL LOCATION:
SW. 15th STREET (CORVALLIS) SECTION

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
* ☒ OTHER *(Specify)*

* Anticipated items as shown in your "PS&E" Estimates dated September 24, 1984.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's October 1, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $68,431; Federal Funds $61,587.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/11/84	G. K. Hossner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,055

TRA 7 6-t
[illegible]

Corvallis-Newport
Hwy. at SW 15th
St

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller	w/att
Robert Gormsen	"
E. S. Hunter	"
W. E. Schwartz	"
R. N. Bothman	"
Section Heads	"
Region Engineers	"
George Bell	"

10,055

Tra 7-6.1
Corvallis

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-1(6)

2. STATE PROJECT NO.

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken
Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30176

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-23-83

8. FEDERAL ROUTE NUMBER Primary 33

9. STATE ROUTE NUMBER Primary 20

10. GENERAL LOCATION:
SW. 15th STREET(CORVALLIS) SECTION

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION, including utility preparatory work, TEC $8,000; Fed Funds $7,200
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's September 16, 1983 letter.

RECEIVED
STATE HWY ENGR
SEP 30 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
9/30

14. DATE 9-23-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,055

Dia 7-6-1
Corvallis

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 16, 1983

In Reply Refer to
File No.:

PRO

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 30176
Project No. HES-21-1(6)
S.W. 15th Street (Corvallis) Section
Corvallis-Newport Highway
Benton County

Attached data consists of PR-1 forms with project maps, Investigation report, SPIS data sheet, collision diagram, Traffic Signal Warrant Comparison, other traffic data and sketch maps.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls in the classification of Categorical Exclusions (Cat. #2) as set forth in 23 CFR 771 Requirements Based on Statewide Categorical Exclusions" (Cat. #2) concurred in by FHWA on February 25, 1980.

3) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain P.S.&E. approval at an estimated total cost of $8,000 with an obligation of $7,200 in Federal funds.

It is the Oregon State Highway Division's present intention to request, for the construction phase of this project, Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Public Law 97-424, Section 145.

DRH:jc
Attachments
cc: L. E. George
C. O. Fredrickson (Region 2)
General Files

10 8 5 5

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY. ID#

SECTION Corvallis-Newport Highway @ S.W. 15th St(Corvallis)

#Hwy #33

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 2-1971

DATE 8/24/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$3 000 ~~4,000~~	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100 ~~200~~
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		100 ~~200~~	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500 ~~2,000~~	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		3 000 ~~6,000~~	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200 ~~500~~	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 8,000 ~~14,000~~
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-21-1(6)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for signal installation.

FHWA Approval for 8,000 (Revised 10/83 PTB)

1 Versteeg ✓
(cy) Anderson
2 Adams
(cy) Macnab
3 Stoudenmeyer
Terpin
4 Trout
(cy) Wakerlig
5 Malley

RECEIVED
OCT 11 1983
ROAD DESIGN SECTION

cy to Lyle

Do Not File ☐
Return To
Bring Up
Action

Approved [illegible] Engr 8-24-83

PREPARED BY Don Thurston	DATE 8-24-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/4/83
RECOMMENDED, REGION ENGINEER X by	DATE 8-24-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-23-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Corvallis-Newport Highway @ S.W. 15th St (Corvallis)			REGION 2
STATE HIGHWAY # 33	HIGHWAY NAME Corvallis-Newport	MILE POST @ 55.45 ~~FROM--------TO-~~	LENGTH
☒ URBAN ☐ RURAL	CITY Corvallis	COUNTY Benton	ROAD/STREET NAME S.W. 15th St.
ROUTE # US 20	FEDERAL AID # 21	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~14~~ 8 ok	GRADING	(✓)		FILES	(#)	N/A
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	--
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS	(#)	--
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
80,000 new SIGNALS 5,000 remove old	$ 85		SIGNALS	(✓)	✓	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 4					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	—
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	—
40% ENGINEERING & CONTINGENCIES	$ 36		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 125	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ ~~139~~ 133 ✓ok						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)	caution	Multi-Phase
BIKE PATH (Y/N)	1	1
AVERAGE DAILY TRAFFIC	10.700 ~~13,700~~	
YEAR OF AVERAGE DAILY TRAFFIC	~~Manual count 1980~~ 1982	

DEFINE THE PROBLEM

High volume of traffic entering unsignalized intersection.

Project has a favorable benefit/cost ratio.

PROPOSED SOLUTION

Install multi-phase traffic signal.

REQUESTED, REGION ENGINEER X by Philip O.	DATE 8-24-83			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE 10/4/84			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE August 29 1983	PROGRAM YEAR 84	FUNDING [illegible]

734-1911 (7-82)

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Corvallis-Newport Highway @ S.W. 15th St(Corvallis)

REGION
2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 1	NEW (#) 1

UTILITIES (LIST BELOW)

COMPANIES
City of Corvallis -water/sewer
Pacific NW Bell Telephone
Consumer's Power

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED
45

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
8'	—	—	—	10'	—	—	12'	16'	12'	11'	—	6'	—	—	—	—
8'	—	—	—	10'	—	—	12'	16'	12'	11'	—	6'	—	—	—	—

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

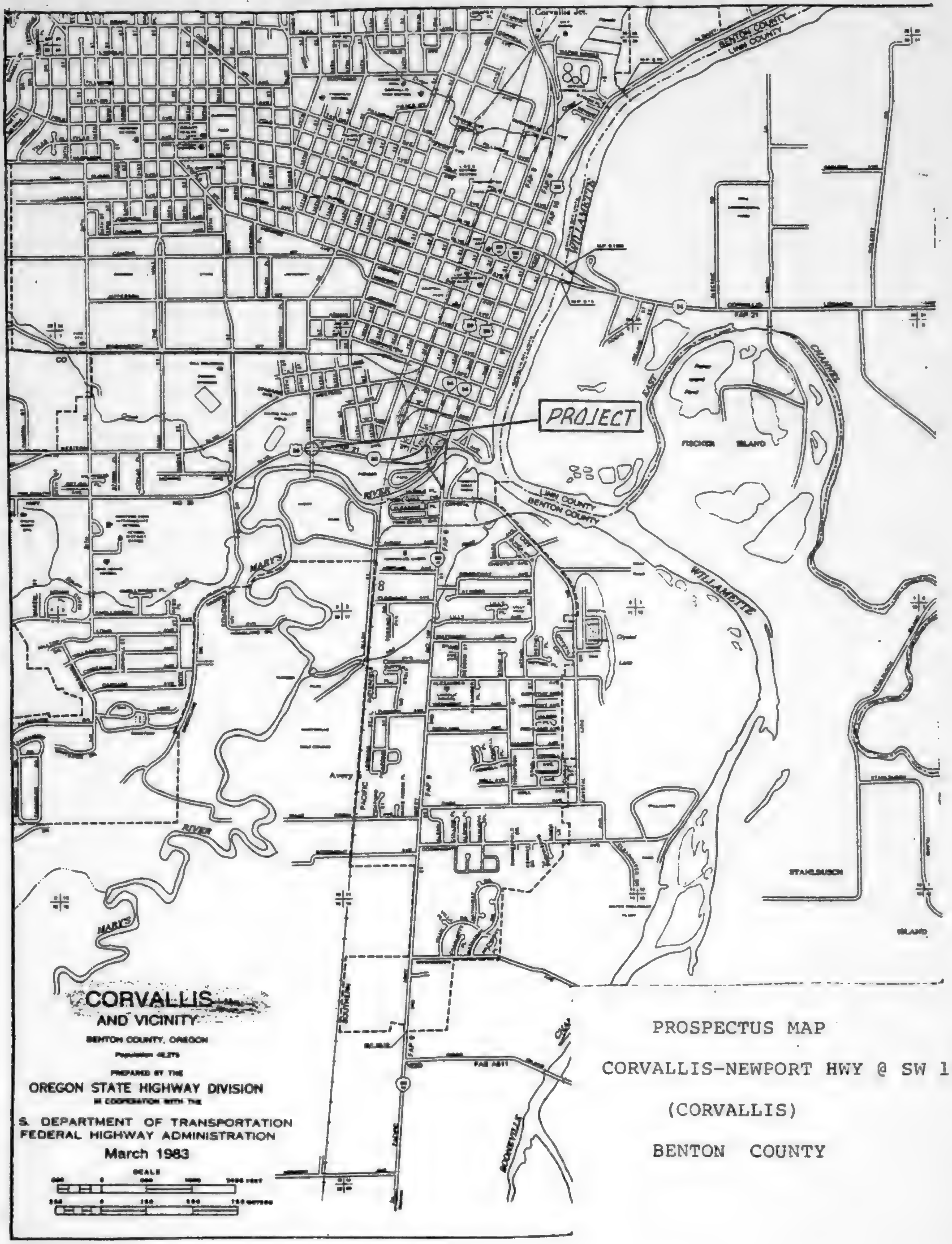
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


Corvallis Jct.
BENTON COUNTY
LINN COUNTY
WILLAMETTE
PROJECT
EAST
CHANNEL
FISCHER ISLAND
LINN COUNTY
BENTON COUNTY
RIVER
MARY'S
WILLAMETTE
Avery
PACIFIC
SOUTHERN
RIVER
MARY'S
STAHLBUSCH
ISLAND
BOONEVILLE
CORVALLIS
AND VICINITY
BENTON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
March 1983
SCALE

PROSPECTUS MAP

CORVALLIS-NEWPORT HWY @ SW 15th

(CORVALLIS)

BENTON COUNTY

1985 Mult.&Clackamas Co. Seal 10,056
Proj. W. Troutdale, Col.R.Hwy.W. Govt.
Camp on Mt. Hood Hwy. (pave, sealing)

STATE OF OREGON **INTEROFFICE MEMO**

TO: JERRY WIMER
Contract Operations Engineer

DATE: July 21, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: STRIPPING PROBLEMS
Multnomah and Clackamas County Seal Project
(Contract No. 10056)
Clatsop and Washington County Oiling Project
(Contract No. 10016)

Dayton F.E. JRM
Baker
King Leu
Return Due

These two pavement sealing projects were put down during the summer of 1985.

Both projects were polymer modified asphalt chip seals. On the Multnomah County and Clackamas County project, the work included sealing I-84 from about 112th to just west of Troutdale, and the Mt. Hood Highway from Government Camp to Zigzag. The Clatsop County and Washington County project included sealing the Sunset Highway from about M.P. 37.4 to M.P. 46.3, and the Fishhawk Falls Highway from M.P. 0.0 to M.P. 9.0. Both projects were placed over old, dense asphaltic concrete pavement that had recently been patched by maintenance forces, with the intermittent patching done in an effort to fill in worn wheel ruts and other distressed areas of pavement. Neither of the two projects used lime treated aggregate.

The seal on the Sunset Highway and the Fishhawk Falls Highway still looks fairly good. There are some streaks of rock loss, but generally, the rock retention on both these highways is very good. This work was done in early to mid August, 1985.

The seal on the I-84 Freeway and the Mt. Hood Highway was put down the last part of August just before Labor Day, 1985. The I-84 section looked very good in November, 1985. As you may remember, we had temperatures at or below freezing for practically every day and night during that month, with some rain during September. The outside lanes have lost most of the rock, but in driving through this section heading east, you can see a significant improvement in rock retention at each interchange. Traffic counts for the various areas are shown on the attached chart, and it shows about 27,000 vehicles per day (each direction) at 122nd Avenue down to 8600 at the east end of the project.

The seal on the Mt. Hood Highway has lost considerable rock and several lengthy stretches with almost 100 percent loss. The seal went down without any major problems and looked good until the month of November when we started losing the rock. This area does get fairly heavy traffic during the winter, including heavy usage of tire chains and studs.

✓cc Paving Committee w/attach

CE ___ CAE ___
[✓ COE] OM ___
OE ___
CA ___
CAM ___
EEO ___
RECEIVED
JUL 24 1986
CONSTRUCTION SECTION
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

81-123-1387

I am sorry I cannot come up with some positive clear reasons for the poor performances of these seals. This will be restating the obvious, but it appears that this is a very sensitive, very unforgiving type of construction. All the factors that go into getting a good product must be there, and if any are absent, the chance for failure is significantly increased. These factors include correct oil spread for existing pavement conditions, correct rock spread, timely and correct rolling, air temperature, surface temperatures, the amount of humidity, the amount of traffic, and the weather conditions during the subsequent one or two months after construction. There are undoubtedly others I have not mentioned.

I have attached the Project Manager's reports for both of these projects. If you need any more information or need something specific, let me know.

MC/ct

cc: Gary Kennen with attachments
Bud Broderick with attachment

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

TO: Duane O. Christensen
Road Design Engineer

DATE: June 20, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Stripping Problems

[illegible]
TDS [illegible]
[illegible]
Metro Region
R&S PA EM BUD LW

You asked for my recommendation relative to stripping problems that are accelerated when polymer seals are placed. Dale Allen's June 9 E-Mail implies this only occurs over open graded mixes. It also occurred on the Salmon Creek-Salt Creek Section (Contract No. 9608) of the Willamette Highway where the polymer seal was placed over a recent dense graded mixture.

It is appropriate for all Regions to evaluate all recently completed or contemplated polymer seals and report whether the underlying material was an oil mat, cold mix pavement, dense pavement, hot open graded pavement, or some other type of pavement and if the aggregate in these underlying surfaces contained lime or not and what sort of problem is attempted to be corrected with the seal and the current condition of the polymer seal. This should be done within the next two weeks, and by a copy of this memo, each is requested to do so.

In the interim, I agree with Dale Allen's recommendation that the aggregate utilized in hot open graded mixes be lime treated. We already utilize lime or cement as a filler on such hot open graded mixes.

I also agree that if hot open graded mix is not stripping, a seal should not be placed except we should still utilize a fog seal. Regions may already have some polymer seals contracted over open graded mixes that they do not deem serious enough of a stripping problem to cancel the contract. In that case, an advance fog seal or tack should be applied to reduce the potential of the polymer seal bridging and not adhering to the open graded pavement.

I am sure that we will continue to learn more and make more adjustments in this matter as the season progresses.

GW:mk

cc: Dale Allen
Bill Quinn
Region Construction Engineers - Please have your recent polymer seals reviewed as requested above and advise of your findings as soon as possible but no later than two weeks. These reports are needed at that time to share with the Paving Committee.

06167m

OM MRE OE PPM CE
TOS RECEIVED ME
FAS JUL 8 1986 PDM
CSA Metro Region TAM
RAS PA EM BUD LM

NARRATIVE REPORT

Multnomah & Clackamas Counties Seal Project
Columbia River & Mt Hood Highways
Multnomah & Clackamas Counties
Contract #10056
F.A. Project No.: State

Project Authorization:	$440,544.58
Estimated Final Project Cost:	$395,285.62
Date of Award:	May 31, 1985
Specified Completion Date:	September 15, 1985
Actual Completion Date:	August 28, 1985
Contractor:	L.T. Contractors Inc. P.O. Box 4448 Sunriver OR 97707
Project Manager:	Gary Kennen
Project Inspector:	William Maish

This project called for a polymer modified emulsified asphalt chip seal on the Mt. Hood Highway from Rhododendron to Government Camp and on the Columbia River Highway from N.E. 122nd Avenue to Troutdale. In March 1985 members of this crew attended a chip seal seminar in Corvallis, Oregon to become familiar with the latest techniques. In addition, we requested John Gunter, District 3 Maintenance Supervisor, to be present during our first day of operation since he had considerable experience with this product.

Scappoose Sand and Gravel was the aggregate supplier. Crushing began June 18 and continued through August 5. All tests on the aggregate production were well within specification tolerances. A sample was taken early in the production of the aggregate and sent to the Salem Lab. We requested the following tests be run: sieve analysis, loose unit weight, specific gravity, sodium sulfate, OSHD degradation, friable particles, light weight pieces and wood waste. In addition, we requested an average least dimension and a flakiness index to aid in making a mix design. These last tests were based upon the Federal Highway Asphalt Emulsion Manual.

From the above information, a mix design was calculated. A 0.25 gallons/square yard of oil shot and 22 pounds/square yard of chip seal were indicated. John Gunter and the asphalt supply representative felt that a 0.35gallons/square yard oil shot would be more appropriate. We compromised at 0.32 gallons/square yard.

Unit B Columbia River Highway

Upon receiving the preliminary plans for this project, I was alarmed to find that chip seal was to be placed on one of the busiest freeways in the state. My main concern was traffic control. A second concern was the type of construction methods to be used under extreme traffic conditions. It was decided that state forces would help with traffic control and additional funds were authorized for this purpose.

At the preconstruction conference, the District 2B Maintenance Supervisor suggested that state forces close the freeway during a weekend, thus allowing the chip seal to be placed without traffic interference. At a subsequent meeting with the Region Maintenance Engineer, the Region Traffic Operations Engineer and the District Maintenance Superintendent it was decided that this would be a viable alternative. A price agreement was written to document the changes.

On Saturday, August 17, all traffic was diverted from the eastbound lanes. The closure procedure began at 4:00 A.M. and was completed by 6:00 A.M. The eastbound lanes remained closed until 4:00 P.M. Sunday, August 18. This closure required approximately 40 maintenance personnel working 12 hour shifts through the closure.

The contractor had stockpiled aggregate near the east end of the project at NE 238th Ave. Once the freeway was closed, he was able to haul aggregates down an eastbound off ramp to the jobsite.

Weather conditions were optimum with a starting temperature of 70 F and a high for the day of 92 F. The skies were clear and the humidity was quite low.

Two asphalt distributors were used to minimize the delay in reloading. There were 6 ten-yard dump trucks and 2 pneumatic tired rollers. A tandem steel wheeled roller was on the job, but was broke down a good portion of the time. This roller bridged the wheel ruts in the old pavement. I would suggest that in future jobs a 3 wheeled roller be specified.

No surface preparation was required on the freeway since the pavement was clean and dry.

The placement of chip seal went without interuption until mid afternoon. At this time traffic began to back up on the detour route and we found it necessary to open the east end ramps to relieve the congestion. This took approximately 20 minutes. The interuption required the contractor to alter his operation, but did not adversely affect the project. Once the traffic bottleneck was relieved the eastbound off ramps were closed again.

By 7:10 PM the eastbound lanes were completed. The contractor continued to roll the project until dark.

The brooming operation began at 6:30 A.M. Sunday. It was apparent that the contractor's brooms would not complete the project in time so the District Maintenance Superintendent brought his equipment onto the job to help broom. The state pick up brooms discharged into dump trucks and the float rock was returned to the stockpile area. A price agreement has been written to recover these costs.

The state striping crew came onto the job at 7:00 A.M. Sunday and proceeded to stripe behind the brooming. An equipment failure on the striping truck delayed completion of the yellow fog line until the following day. Traffic was turned onto the eastbound lanes at 3:45 P.M. It was noted that there was a minimal amount of loose rock on the pavement at that time.

On August 24th and 25th the westbound lanes were closed in a similar manner and the chip seal placed. One significant difference was the weather conditions. The skies were overcast, humidity was high and the maximum temperature for the day was 85 F. Under these conditions it was noticed that the emulsified asphalt was drawn into the old pavement much more rapidly. We felt this was detrimental to the sealing project and I would recommend in the future a minimum surface temperature of 100 F.

A 3 wheeled steel roller was brought onto the project for this phase and helped seat the chip seals in the wheel tracks. The contractor also had more brooms available.

No traffic problems were encountered during the second weekend.

Unit B Data

Asphalt spread rate......0.32 gallons/square yard
Aggregate in chip seal used......24 pounds/square yard
Unit B cost......$214,888.46
Cost/square yard......$1.13
Cost/lane mile......$8,140

Unit A Mt. Hood Highway

On Monday, August 19, the contractor moved from the freeway up to Government Camp. Due to poor weather conditions the contractor's crew was on hold until noon. At this time the sun broke through and ambient temperature reached 65 F. Oil shooting began in the eastbound lanes (both lanes) and continued for approximately one mile. At this time a fog bank rolled in from the valley and the temperature suddenly dropped to 50 F. The rock placed on this section of roadway never stuck. At a later date, when the weather conditions improved, the section was reshot with a light coat and more rock added. We feel this section will never be satisfactory. Again, a surface temperature spec of 100 F might have eliminated this problem.

The remainder of the project was delayed intermittently due to poor weather conditions. At these elevations I would recommend that no oiling be done after mid-August. Nighttime temperatures drop too low.

This is the third paving project we've had on Mt Hood Hwy. Traffic control has always been a problem. This project was no different. Some people were delayed as long as 20 minutes and became impatient. Pilot cars were frequently passed by motorists. We have not yet found a satisfactory solution to traffic problems on this highway. Keeping the contractor off the road Fridays, Saturdays and Sun- days is very helpful.

There have been many complaints over broken windshields and other vehicular damages caused by flying rock. Having personally talked to several of these complainants, I suspect that many of these are not legitimate.

Unit A Data:

Asphalt spread rate......0.31 gallons/square yard
Aggregate spread rate......28 lbs/square yard
Cost......$180,397.16
Cost/square yard......$0.98
Cost/Lane-mile......$6,880.00

General Comments

The quality of Units A and B appears to be very good. We have received many compliments on the quality of the workmanship. It will be interesting to observe these projects after a winter of studded tires.

A video camera was borrowed from the region office and there is approximately 18 hours of tape available. It is hoped that this winter we will have time to edit and condense this into a usable form.

Clatsop & Wash. Co. Oiling Project
Contr. No. 10016

CONTRACT # 10016
OILING PROJECT SUMMARY

DATE	CY AGGREGATE	AVE SPR.	TONS OIL	AVE SPR.	SY COVERED	LOCATION	REMARKS
08-05-85	662.4	0.011	SEE BELOW		59903	SUNSET EB 340 - 500; WB 491 - 340	8-5 & 8-6 oil qty. combined
08-06-85	571.9	0.013	142.29	0.34	42950	SUNSET WB 191 - 387; EB 220 - 340	
08-12-85	408.8	0.010	58.81	0.34	42226	SUNSET EB 196 - 77; WB 190 - 30	
08-13-85	317.0	0.011	43.68	0.37	29116	SUNSET WB 85 - 28; EB 114 - 28	
08-14-85	513.6	0.011	57.78	0.30	46993	FISHHAWK FALLS 11+90 - 280+50	
08-15-85	398.6	0.013	48.52	0.40	29531	FISHHAWK FALLS 125 - 381	
08-17-85	424.8	0.013	45.34	0.33	33154	FISHHAWK FALLS 277 -478	
TOTAL USED	3297.1		396.4		283873		
	CY	CY/SY					

8.2 lbs/gallon

SEE DAILY SUMMARY BELOW

↓

I think this might be ~~Gallons~~ / SY

396.4 T x 2000
2

gallon
8.2 lbs

8-5-85 & 8-6-85

The volume gage on the distributor was incorrect and the metering system was not working properly so it was not possible to accurately compute the oil quantities with the distributor truck. The quantities were calculated by the tanker loads delivered to the project, and the pay quantities were based on delivery invoices. At the end of the day on 8-5-85 the contractor stopped work for the night with only part of a tanker load used that day. The rest of the load was used on 8-6-85, so the total delivery invoices for 8-5 & 8-6-85 were totaled up and one material invoice was made up for both days. Some of the areas sealed in the late afternoon on 8-6-85 in the westbound lanes had a lot of aggregate lost and streaking in the wheel ruts. The method and procedure used on 8-6-85 were the same that were used on 8-5-85, the only difference that was noted was the fact that the temperature dropped to about 68° in the late afternoon and continued to drop. It started raining early in the morning of 8-7-85 and the temperature was below 65° all day. We felt that this was the cause of the aggregate loss, so all repairs in this area were made at the contractors expense. The repair work was done 8-29-85.

8-12-85

The contractor did not work from 8-6-8 to 8-12-85 because of weather conditions. During this time the contractor had his distributor truck volume gage recalibrated so it would register the right volumes. This seemed to take care of the volume problems, but the gallon metering system on the distributor did not apply the oil at the rates indicated on the gages. After some field calculations the gage settings were adjusted so we could get the proper oil application rates on the ground. In most cases this required increasing the metering system indicated rates by approximately 40%. The contractor attributed this problem to a worn gallon meter pump in the distributor. After the problems with the aggregate loss and streaking noted from 8-6-85 the contractor was directed to keep the chip spreader up close behind the distributor at all times. No more significant aggregate loss was noted after this procedure was adopted. NOTE: More favorable weather was encountered during the remainder of this project, and the work generally went very well from this point on.

8-13-85

8-14-85

The Sunset Highway section was completed and the contractor moved his operation to the Fishhawk Falls portion of this project. The Fishhawk Falls Highway was found to be very narrow in spots, and if the contractor tried to do half the road at a time he would be down to 8 feet wide in some areas. Because of sharp curves and log trucks it would be impossible to keep traffic off of an open joint at centerline. It was decided to shoot an 11 foot wide panel on the first pass and completely cover the panel with aggregate so there would not be an open joint. The contractor was allowed to run all day on one panel so it would have time to cure before brooming the centerline back to overlap the second panel. There was a small build up on the center portion of the highway where it was overlapped, but overall this procedure worked very well.

8-15-85

On the second day of work on the Fishhawk Falls portion of this project the work was going well. The only problem that was noted was the blackening observed on the sharp curves caused by trucks rolling the aggregate over as they drove through these curves. We had the contractor slow his hauling trucks down through these areas, but once the flagging and pilot car opeation was moved off of an area it was difficult to keep the general public and log trucks slowed down. The aggregate rolling and blackening did not seem to be major problem.

8-16-85

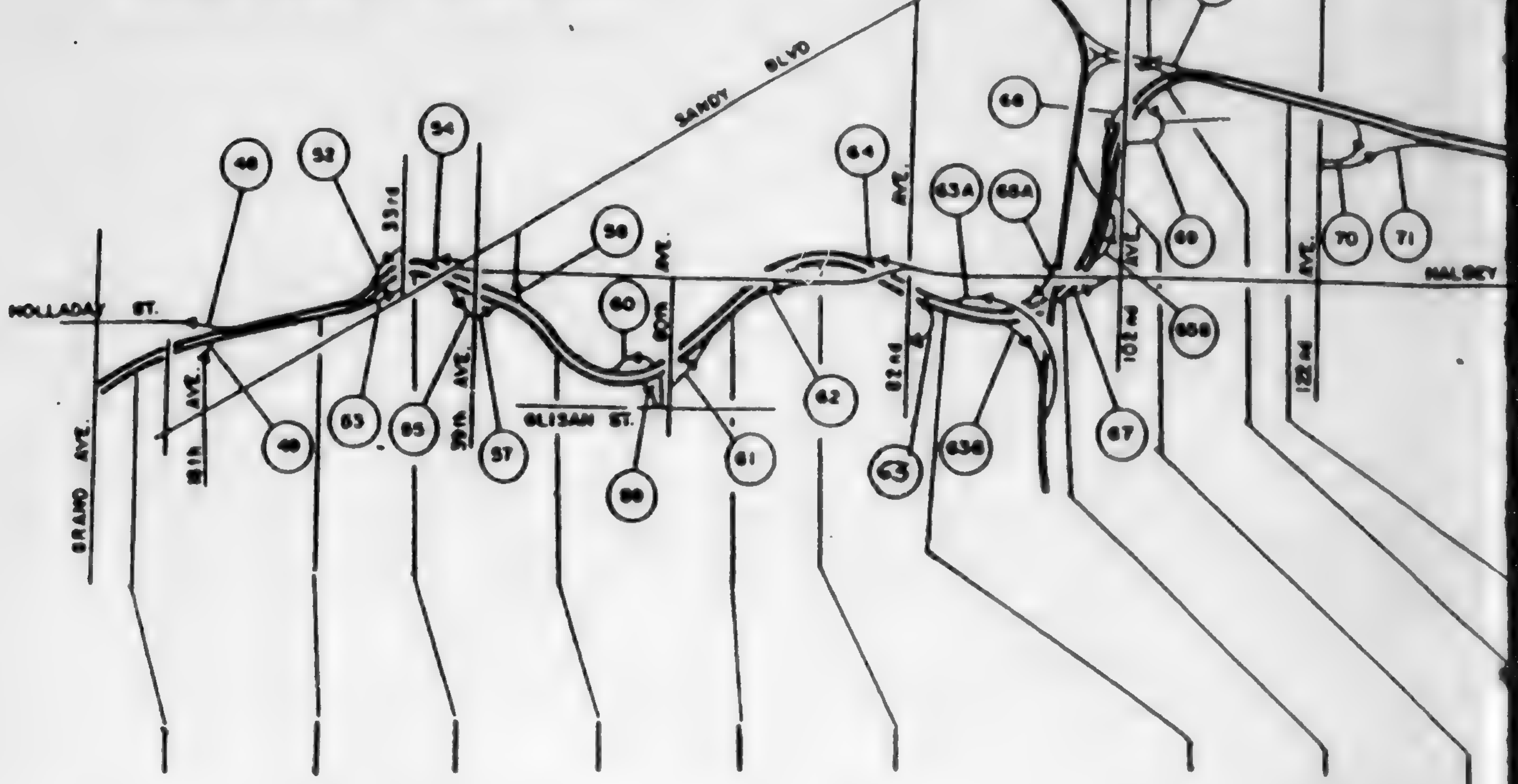
No oiling today. The supplier had a problem at his plant and could not supply the contractor with oil.

8-17-85

The oil sealing was completed today. No problems encountered.

OREGON STATE HIGHWAY DIVISION
METRO REGION
TRAFFIC VOLUMES

BANFIELD FREEWAY


SANDY BLVD
HOLLADAY ST.
GRAND AVE.
21st AVE.
33rd
39th AVE.
GLISAN ST.
60th AVE.
82nd AVE.
102nd AVE.
122nd AVE.
HALSEY
SANDY BL
48
52
54
56
60
64
63A
68A
66A
66B
68
69
70
71
49
53
55
57
61
62
63
63B
67
68B

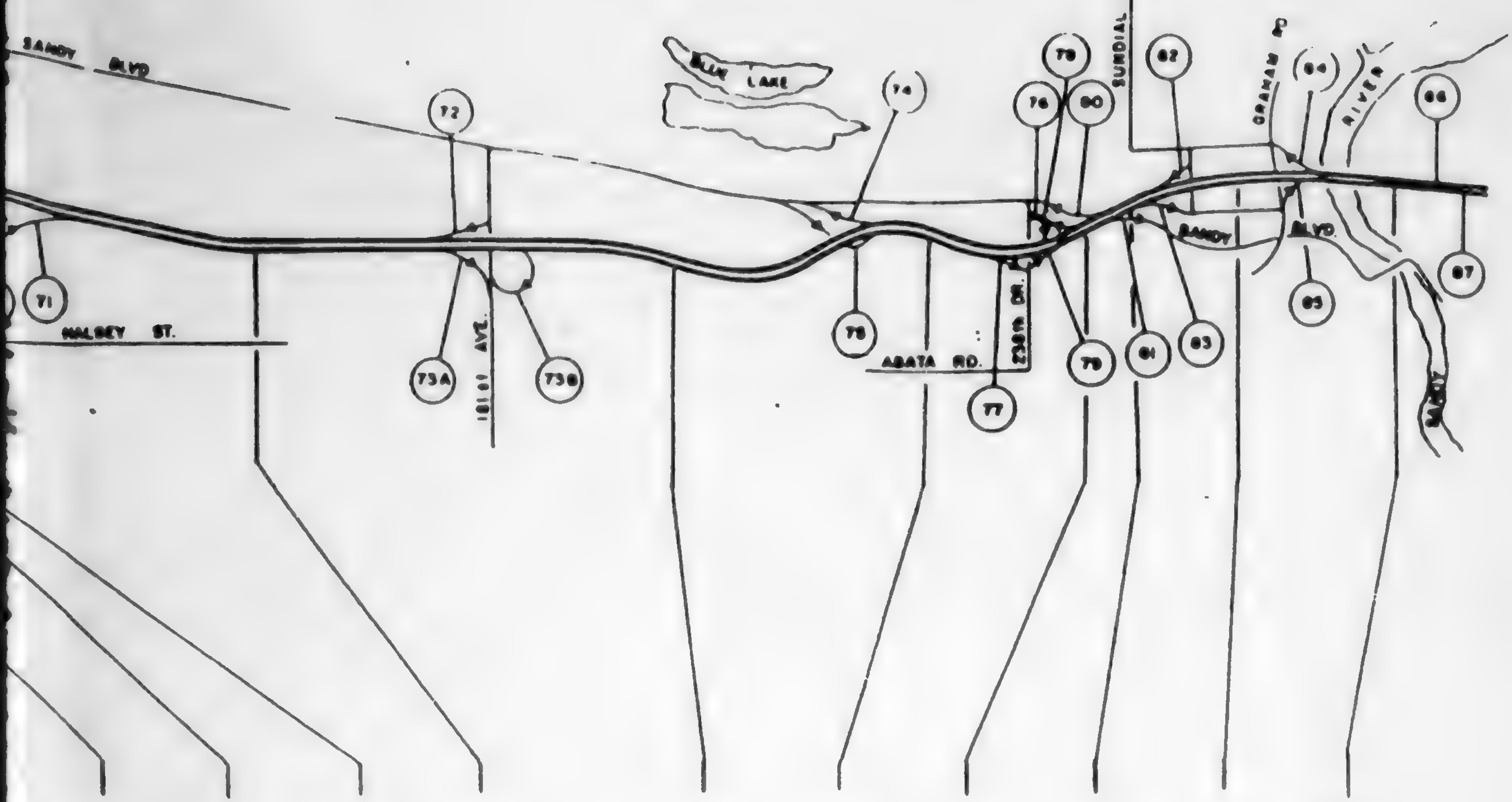
	←	48,000	*56,100	*49,600	*43,700	*34,100	*34,100	*14,900	*14,900	14,900
MAY 1983	→	47,700	*52,700	*45,400	*42,000	*38,100	*34,200	*20,300	*30,300	18,400
	←	**32,700	**37,500	**37,500	**31,100	**31,100	**31,100	16,300	16,300	16,300
MAY 1984	→	**36,400	**41,200	**33,600	**37,100	**34,400	**30,500	29,900	29,900	16,700
	←	48,500	56,500	52,000	50,800	43,900	43,900	35,800	17,200	17,200
Oct 1985	→	52,000	57,400	50,800	51,000	49,700	46,300	43,400	26,500	17,500

INBOUND

	86	84	82	80	78	76	74	72	66B	68	63A	63A	64	60	58	54	52	48	49
MAY 1983	7500	1400	2900	1300	600	7000	1300	7300	10800	*5700	0	0	*17200	*9600	*3800	*9600	*4500	*6400	*5000
MAY 1984	7500	1300	3300	1500	550	7600	1350	9900	12600	5300	0	0	**14800	**0	**3200	**9600	**0	**4800	**4800
OCT 1985	7500	2400	3500	1500	700	9100	1300	13000	15500	5500	6800	11000	8100	6900	5800	7000	4500	8000	5400

* THIS AREA UNDER CONSTRUCTION. THESE VOLUMES BASED ON 1981 RAMP COUNTS

** " " " " " " " " Sept. 1983 Fwy. Counts


SANDY BLVD
BLUE LAKE
SUNDIAL RD
GRAHAM RD
RIVER
HALSEY ST.
181st AVE.
ABATA RD.
238th DR.
SANDY BLVD.
SANDY
71
72
73A
73B
74
75
76
77
78
79
80
81
82
83
84
85
86
87

14,900	9,300	20.100	20.100	12,800	14.100	7,700	9000	6100	7,500
19,400	13.000	24,200	21,000	11,600	13,500	8,500	7,000	4.900	7.600
16,300	11,000	23,600	23,600	13,700	15,050	8,000	9,500	6,200	7,500
16,700	15,800	26,900	23,900	13,700	15,400	9,300	7,900	5,600	7,600
17,200	11,700	[redacted]	[redacted]	14,200	15,500	[redacted]	[redacted]	[redacted]	7,500
17,500	16,000	[redacted]	[redacted]	15,000	16,400	[redacted]	[redacted]	[redacted]	7,600

OUTBOUND

49	53	55	57	59	61	62	63	63B	67	65B	69	66A	70	71	73A	73B	75	77	79	81	83	85
5000	7300	6900	3500	5500	1600	3900	3900	0	11300	3600	2400	11200	4500	1300	8700	700	1900	7400	2400	1500	2100	2700
4800	2600	0	3500	4300	1600	3900	600	0	9200	4000	1000	11150	4400	1400	9600	600	1700	8000	1900	1400	2300	2000
5400	6600	4800	5000	4100	2300	3400	2900	10,100	9000	6800	1500	15,700	4900	1300	10,300	1500	1400	8500	2500	1800	3400	2400

BANFIELD FREEWAY

10,056

June 3, 1986

CON 5 - 10,056

Seaboard Surety Company
411 108th Avenue, NE, Suite 1670
Bellevue, WA 98004

Contract No. 10,056 awarded to LT Contractors, Inc., for the Multnomah and Clackamas Counties Seal Project was completed on October 4, 1985, and accepted by the State Highway Division on May 27, 1986.

Final payment in the amount of $10,179.66 will be released to the contractor after June 9, 1986. The total contract amount is $326,451.47 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

fkn
cc LT Contractors, Inc.
PO Box 4448
Sunriver, OR 97707

bc C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Ed Hardt

10,056

STATE OF OREGON — **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10056

TO: Robert Gormsen
Manager, Commission Services

DATE: May 27, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10056, On Site Work Substantially Completed August 28, 1985

All Work Completed October 4, 1985

Project Multnomah and Clackamas Co. Seal Project

Highway Columbia River and Mt. Hood

County Multnomah and Clackamas

Type of Work Pavement Sealing

Contractor L. T. Coantractors, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted [illegible]

6/3
Surety [illegible]

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

10,056

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME: Multnomah & Clackamas Counties Seal Project

SECTION: Multnomah & Clackamas Counties Seal Project

WEEK ENDING: Oct. 12, 1985

SECTION PREFIX: C10056

HIGHWAY: Columbia R. & Mt. Hood

COUNTY: Mult. & Clackamas

KIND OF WORK: Pavement Sealing

CONTRACTOR: L.T. Contractors, Inc.

CONTRACT NUMBER: C10056

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 31, 1985

DATE WORK STARTED: July 22, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 72

PROJECT AUTHORIZATION: $ 440,544.58

EXCLUSIVE OF ENGINEERING: $ 405,611.53

ENGINEERING AUTHORIZATION: $ 34,933.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This Week 300.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 415,599.00

ENGINEERING COST TO DATE: $ 4,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN 2.4 %

PERCENT OF AUTHORIZATION: 13 %

DATE PROJECT WAS COMPLETED: August 28, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					CHIP SEAL
TOTAL ESTIMATED QUANTITIES (CONTRACT)					6200
TOTAL QUANTITIES CORRECTED TO DATE					6000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					6000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Rain			
MONDAY 7	P. Cloudy			
TUESDAY 8	Clear			
WEDNESDAY 9	Clear			
THURSDAY 10	P. Cloudy			
FRIDAY 11	Showers			
SATURDAY 12				

F

CONTR. NO: C10056 Date:10-12-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity this week.
MONDAY 7	
TUESDAY 8	
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 12	

REMARKS

STATUS: Project work completed.

VISITORS: None.

NEXT WEEK: Third Notification issued.

FINAL REPORT SIGNED Gary Kennen LOCATION Portland

Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SH-F216

10,056

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: E. L. Hardt
Metro Region Engineer

DATE: October 2, 1985

FROM: ORIGINAL SIGNED BY
GERALD W. WIMER
Gerald Wimer
Construction Operations Engineer

SUBJECT: Price Agreement No. 2
State Force Order No. 1
Multnomah and Clackamas County Seals
Contract No. 10056

Your staff, with these orders, proposes to change Special Provision 104.05 and close Unit 'B'. Actually, it is after the fact. They're just telling us it was done and now ask us to approve including spending the following added funds to make the work easier for the contractor to do:

SFO 1	$45,000 *
PA 2	(-) 2,650
Net Additional	$42,350 *

* Apparently $15,000 of this was included in the Project Authorization and not mentioned in the Special Provisions.

There are likely some other extenuating costs such as:

1. Contractors' overtime,
2. Flagging and pilot cars.

My main purpose in writing is to make certain you want this office to approve these orders and ask:

1. Why we should be asked after the fact, and
2. To make certain this added cost is in the public interest.

I have not had these orders checked by Construction or Design staff yet. It is interesting that your Region set this project up with the traffic control as contracted and yet now write, "I do not believe we could have gotten an acceptable job with this chip seal on this section of the freeway working around or with traffic."

GW:mk

Attach.

cc: W. E. Schwartz

09272M

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 2 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

81-125-1387

1985 Steel Cr. Br. Sec, Myrtle 10,057
Point-Sitkum Rd. W. of Dora
(gr, pav, str.)

C-H8151 07-09-84

10,057

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		02	145236
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5622	4/28/87	0000610061-00

Coos County Courthouse
Coquille OR 97423

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C10057-000	L02	8011			844010	10	$1,441,89
PROG	APP SYM	FUND CODE		FUND DETAIL		FUND SOURCE		

↑ FOLD

DESCRIPTION:	TOTAL PRICE
Final Settlement on BRS-A396 (1 & 2) Steel Cr. Bridge Agreement No. 8151	
TOTAL PROJECT COST:	$222,645.81
Less State Share Free Bridge Design & Specs	<7,536.05>
Less Coos County Advance Deposit	<42,260.00>
Less State Share 1/2 Non-Participating Engineering	<234.39>
Less FHWA Participation	<171,173.48>
AMOUNT DUE: $1,441,89	
GL	
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)	
TOTAL AMOUNT DUE	$1,441,89

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5035

734-1150 (11-86)

10,057

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 5, 1987

COUNTY: Coos AGREEMENT NO: 8151 PROJECT NO: BRS-A396(1&2)

CONTRACT NO: 10057 SECTION: Steel Cr. Bridge

PRELIMINARY ENGINEERING PREFIX C506-1990:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 5,571.77	$
Final Design	3,754.61	
Region Geology	82.55	
Traffic Section	152.75	
Region Utility Liaison	63.43	
Location	562.26	
Program Section	102.46	
Administrative Services	35.48	
Environmental	171.32	
Structural Foundations	3,139.69	
Free Bridge Design	6,341.15	
Free Specifications	1,194.90	
R/W Engineer	37.30	
Surfacing Design Engineer	7.17	
Hydraulics	2,707.18	
Total P.E. Cost	$ 23,924.02	$ -0-
Less Free Bridge Design & Specs.	(7,536.05)	
P.E. Cost Chargeable to County	$ 16,387.97	$ -0-

CONSTRUCTION PREFIX C506-1095 & C10057:

Payment to Contractor	$ 173,386.13	$ 150.00
Interest on Final Payment		524.12
SFO #2	1,800.00	
Field Engineering	18,332.86	468.79
Region Utility Liaison	42.32	
Program Section	36.67	
Materials Section	3,744.52	
Technical Services	236.38	
	$ 197,578.88	$ 1,142.91

SUMMARY

Participating Co. P.E. Cost	$ 16,387.97
Participating Const. Cost	197,578.88
Total Participating Cost	$ 213,966.85

FEDERAL FUNDS

P.E. (80%)	$ 13,110.38	
Const. (80%)	158,063.10	(171,173.48)
Subtotal		$ 42,793.37
Plus Non Participating County Cost		1,142.91
Less State Share 1/2 Non Participating Field Engineering Cost		(234.39)
Less County's Advance Deposits:		
P.E. & Const. AD #84-89	$ 3,660	
Const. AD #85-41	26,600	
Const. AD #85-52	12,000	(42,260.00)
Balance Due from County		$ 1,441.89

MKS:bkb

1/14/87

10,057

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C10057	000		001	3015	
C10057	000		001	3015	
C10057	000		001	8011	
C10057	000		001	8011	
C10057	000		001		
C10057	000		030	8011	
C10057	000		030	8011	
C10057	000		030		
C10057	000		146	8011	
C10057	000		146	8011	
C10057	000		146		
C10057	000		192	8011	
C10057	000		192	8011	
C10057	000		192		
C10057	000		199	0530	
C10057	000		199	0530	
C10057	000		199		
C10057	000		271	8011	
C10057	000		271	8011	
C10057	000		271		
C10057	000		278	8011	
C10057	000		278	8011	
C10057	000		278		
C10057	000		504	7430	
C10057	000		504	7430	
C10057	000		504		
C10057	000		550	3000	
C10057	000		550	3000	
C10057	000		550	8214	
C10057	000		550	8214	

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW [illegible]MBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
	3015		.00	106.07	
	3015		.00	106.07	
	8011		.00	8,543.11	
	8011		.00	8,543.11	
			.00	8,649.18	salary
	8011		.00	498.54	
	8011		.00	498.54	
			.00	498.54	[illegible]
	8011		.00	122.95	
	8011		.00	122.95	
			.00	122.95	
	8011		.00	2.14	
	8011		.00	2.14	
			.00	2.14	
	0530		.00	77.75	
	0530		.00	77.75	
			.00	77.75	
	8011		.00	35.08	
	8011		.00	35.08	
			.00	35.08	
	8011		.00	48.51	
	8011		.00	48.51	
			.00	48.51	
	7430		.00	5.00	
	7430		.00	5.00	
			.00	5.00	
	3000		.00	15.00	blue print
	3000		.00	15.00	
	8214		.00	108.70	Equipment rental
	8214		.00	108.70	

1/14/87

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C10057	000		550	8215	
C10057	000		550	8215	
C10057	000		550		
C10057	000		551	8011	
C10057	000		551	8011	
C10057	000		551	8214	
C10057	000		551	8214	
C10057	000		551		
C10057	000		553	0530	
C10057	000		553	0530	
C10057	000		553		
C10057	000		555	0521	
C10057	000		555	0521	
C10057	000		555		
C10057	000		570	1094	
C10057	000		570	1094	
C10057	000		570		
C10057	000				
C10057	000	010	001	0813	
C10057	000	010	001	0813	
C10057	000	010	001	0821	
C10057	000	010	001	0821	
C10057	000	010	001		
C10057	000	010	030	0813	
C10057	000	010	030	0813	
C10057	000	010	030		
C10057	000	010			
C10057	000	900	001	3011	
C10057	000	900	001	3011	
C10057	000	900	001	3015	

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	8215		.00	14.00
	8215		.00	14.00
			.00	137.70
	8011		.00	39.00
	8011		.00	39.00
	8214		.00	39.00
	8214		.00	39.00
			.00	78.00 LhB
	0530		.00	.31
	0530		.00	.31
			.00	.31
	0521		.00	28.99
	0521		.00	28.99
			.00	28.99
	1094		.00	370.00
	1094		.00	370.00
			.00	370.00
			.00	10,054.15 ✓ OK
	0813		.00	299.87
	0813		.00	299.87
	0821		.00	658.51
	0821		.00	658.51
			.00	958.38
	0813		.00	224.90
	0813		.00	224.90
			.00	224.90
			.00	1,183.28
	3011		.00	300.78
	3011		.00	300.78
	3015		.00	671.75

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1/14/87                                              JOB COST SUMMARY
                                         /SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
                                                 PAYROLL CHARGES ARE LOADED

                                                    CREW        MSA
             EA      SUBJOB  ACTIVITY  OBJ-DETAIL   NUMBER      FIELD

           C10057     000      900       001         3015

           C10057     000      900       001         7120
           C10057     000      900       001         7120

           C10057     000      900       001         8020
           C10057     000      900       001         8020

           C10057     000      900       001

           C10057     000      900       106         7120
           C10057     000      900       106         7120

           C10057     000      900       106

           C10057     000      900       130         0955
           C10057     000      900       130         0955

           C10057     000      900       130         8011
           C10057     000      900       130         8011

           C10057     000      900       130

           C10057     000      900       134         8011
           C10057     000      900       134         8011

           C10057     000      900       134

           C10057     000      900       138         8011
           C10057     000      900       138         8011

           C10057     000      900       138

           C10057     000      900       194         0500
           C10057     000      900       194         0500

           C10057     000      900       194

           C10057     000      900       199         0500
           C10057     000      900       199         0500

           C10057     000      900       199

           C10057     000      900       470         8011
           C10057     000      900       470         8011

           C10057     000      900       470

           C10057     000      900       504         0100
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       JOB COST SUMMARY                                                  PAGE      9
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-  MBER
    PAYROLL CHARGES ARE LOADED

         CREW        MSA           CURRENT              BALANCE TO
TAIL    NUMBER      FIELD           MONTH                  DATE

         3015                                .00                     671.75

         7120                                .00                      64.02
         7120                                .00                      64.02

         8020                                .00                      37.06
         8020                                .00                      37.06

                                             .00                   1,073.61

         7120                                .00                      33.00
         7120                                .00                      33.00

                                             .00                      33.00

         0955                                .00                      46.90
         0955                                .00                      46.90

         8011                                .00                      61.43
         8011                                .00                      61.43

                                             .00                     108.33

         8011                                .00                      44.45
         8011                                .00                      44.45

                                             .00                      44.45

         8011                                .00                       3.34
         8011                                .00                       3.34

                                             .00                       3.34

         0500                                .00                     161.15
         0500                                .00                     161.15

                                             .00                     161.15

         0500                                .00                        .00
         0500                                .00                        .00

                                             .00                        .00

         8011                                .00                      30.00
         8011                                .00                      30.00

                                             .00                      30.00

         0100                                .00                       5.00
```

```
1/14/87                                              JOB COST SUMMARY
                                          ./SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
                                                 PAYROLL CHARGES ARE LOADED

                                                         CREW        MSA
          EA       SUBJOB    ACTIVITY    OBJ-DETAIL     NUMBER      FIELD

        C10057      000        900          504          0100

        C10057      000        900          504

        C10057      000        900          548          8011
        C10057      000        900          548          8011

        C10057      000        900          548

        C10057      000        900          550          3000
        C10057      000        900          550          3000

        C10057      000        900          550          8011
        C10057      000        900          550          8011

        C10057      000        900          550

        C10057      000        900          551          3011
        C10057      000        900          551          3011

        C10057      000        900          551

        C10057      000        900          555          8011
        C10057      000        900          555          8011

        C10057      000        900          555

        C10057      000        900          570          1094
        C10057      000        900          570          1094

        C10057      000        900          570

        C10057      000        900

        C10057      000        901          001          7363
        C10057      000        901          001          7363

        C10057      000        901          001          7430
        C10057      000        901          001          7430

        C10057      000        901          001

        C10057      000        901          504          7363
        C10057      000        901          504          7363

        C10057      000        901          504

        C10057      000        901
```

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	0100		.00	5.00
			.00	5.00
	8011		.00	198.15
	8011		.00	198.15
			.00	198.15
	3000		.00	28.00
	3000		.00	28.00
	8011		.00	1,171.30
	8011		.00	1,171.30
			.00	1,199.30
	3011		.00	86.00
	3011		.00	86.00
			.00	86.00
	8011		.00	13.44
	8011		.00	13.44
			.00	13.44
	1094		.00	740.00
	1094		.00	740.00
			.00	740.00
			.00	3,695.77
	7363		.00	81.90
	7363		.00	81.90
	7430		.00	438.58
	7430		.00	438.58
			.00	520.48
	7363		.00	14.22
	7363		.00	14.22
			.00	14.22
			.00	534.70

1/14/87

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C10057	000	914	001	1090	
C10057	000	914	001	1090	
C10057	000	914	001		
C10057	000	914			
C10057	000	940	001	8214	
C10057	000	940	001	8214	
C10057	000	940	001	8221	
C10057	000	940	001	8221	
C10057	000	940	001		
C10057	000	940	008	8240	
C10057	000	940	008	8240	
C10057	000	940	008		
C10057	000	940	030	8214	
C10057	000	940	030	8214	
C10057	000	940	030		
C10057	000	940	551	3011	
C10057	000	940	551	3011	
C10057	000	940	551	8011	
C10057	000	940	551	8011	
C10057	000	940	551	8214	
C10057	000	940	551	8214	
C10057	000	940	551	8215	
C10057	000	940	551	8215	
C10057	000	940	551		
C10057	000	940			
C10057	000				
C10057	001		151	8011	
C10057	001		151	8011	
C10057	001		151		
C10057	001		349	8011	

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-[illegible]MBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	1090		.00	21.48
	1090		.00	21.48
			.00	21.48
			.00	21.48
	8214		.00	1,221.72
	8214		.00	1,221.72
	8221		.00	29.09
	8221		.00	29.09
			.00	1,250.81
	8240		.00	88.64
	8240		.00	88.64
			.00	88.64
	8214		.00	361.07
	8214		.00	361.07
			.00	361.07
	3011		.00	250.00
	3011		.00	250.00
	8011		.00	786.00
	8011		.00	786.00
	8214		.00	764.00
	8214		.00	764.00
	8215		.00	244.00
	8215		.00	244.00
			.00	2,044.00
			.00	3,744.52
			.00	19,233.90
	8011		.00	73.72
	8011		.00	73.72
			.00	73.72 — Non
	8011		.00	524.12

```
1/14/87                                                       JOB COST SUMMARY
                                                 /SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
                                                          PAYROLL CHARGES ARE LOADED

                                                              CREW          MSA
         EA        SUBJOB    ACTIVITY    OBJ-DETAIL          NUMBER        FIELD

       C10057       001                     349               8011

       C10057       001                     349

       C10057       001                     600               8011
       C10057       001                     600               8011

       C10057       001                     600

       C10057       001

       C10057       001        900          151               8011
       C10057       001        900          151               8011

       C10057       001        900          151

       C10057       001        900

       C10057       001        901          001               7430
       C10057       001        901          001               7430

       C10057       001        901          001

       C10057       001        901

       C10057       001

       C10057       010                     300               0521
       C10057       010                     300               0521

       C10057       010                     300

       C10057       010

       C10057       010

       C10057       011                     199               8011
       C10057       011                     199               8011

       C10057       011                     199

       C10057       011                     300               0521
       C10057       011                     300               0521

       C10057       011                     300               8011
       C10057       011                     300               8011

       C10057       011                     300
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JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
	8011		.00	524.12	
			.00	524.12	
	8011		.00	20.00	
	8011		.00	20.00	
			.00	20.00	Non
			.00	617.84	
	8011		.00	35.40	
	8011		.00	35.40	
			.00	35.40	
			.00	35.40	
	7430		.00	339.67	
	7430		.00	339.67	
			.00	339.67	Non
			.00	339.67	
			.00	992.91	
	0521		.00	150.00	
	0521		.00	150.00	
			.00	150.00	
			.00	150.00	
			.00	150.00	
	8011		.00	25.01	EnG.
	8011		.00	25.01	
			.00	25.[illegible]	
	0521		.00	150.00-	
	0521		.00	150.00-	
	8011		.00	173,536.13	
	8011		.00	173,536.13	
			.00	173,386.13	

```
1/14/87                                                     JOB COST SUMMARY
                                        /SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
                                                  PAYROLL CHARGES ARE LOADED

                                                        CREW        MSA
        EA        SUBJOB    ACTIVITY    OBJ-DETAIL     NUMBER      FIELD

      C10057       011

      C10057       011        159          490          8011
      C10057       011        159          490          8011

      C10057       011        159          490

      C10057       011        159

      C10057       011        921          504          0521
      C10057       011        921          504          0521

      C10057       011        921          504

      C10057       011        921

      C10057       011

      C10057
```

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
			.00	173,411.14	
	8011		.00	1,800.00	
	8011		.00	1,800.00	
			.00	1,800.00	
			.00	1,800.00 ✓	
	0521		.00	178.70	
	0521		.00	178.70	
			.00	178.70	Technical services
			.00	178.70	
			.00	175,389.84	
			.00	195,766.65	
				2,713.37	

1/14/87

10,057

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C5061095	000		470	7000	
C5061095	000		470	7000	
C5061095	000		470		
C5061095	000		504	0100	
C5061095	000		504	0100	
C5061095	000		504	7000	
C5061095	000		504	7000	
C5061095	000		504		
C5061095	000				
C5061095	000	900	130	8011	
C5061095	000	900	130	8011	
C5061095	000	900	130		
C5061095	000	900	550	8011	
C5061095	000	900	550	8011	
C5061095	000	900	550		
C5061095	000	900			
C5061095	000				
C5061095					

```
        JOB COST SUMMARY                                                          GE    14
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

         CREW        MSA            CURRENT                    BALANCE TO
TAIL    NUMBER      FIELD            MONTH                        DATE

         7000                                  .00                      50.00
         7000                                  .00                      50.00

                                               .00                      50.00

         0100                                  .00                      36.00
         0100                                  .00                      36.00

         7000                                  .00                      36.00
         7000                                  .00                      36.00

                                               .00                      72.00

                                               .00                     122.00

         8011                                  .00                       4.58
         8011                                  .00                       4.58

                                               .00                       4.58

         8011                                  .00                      44.00
         8011                                  .00                      44.00

                                               .00                      44.00

                                               .00                      48.58

                                               .00                     170.58

                                               .00                     170.58
```

71.52

10.057

jc cc: OSHD (Rulien)

10057 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
DATE OF REPORT SEP 10 '86	REPORT MADE BY 9-10-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-A396(2)
COMPLETION DATE (Actual) Oct. 30, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY May 23, 1986	TIME ELAPSED 100 %	CONTRACT TIME 130 CD

LOCATION

Steel Creek Bridge Section of the Myrtle Point-Sitkum Road approx. 1/2 mile west of Dora.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

. Description of Improvement as Programed:

A. Construction of roadbed grading, aggregate base and asphalt concrete paving.

B. Construction of Bridge No. 16756 over Steel Creek.
Length: 72.0 feet. Roadway width: 27.3 feet.

C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Aubrey Mt. Construction Co.

3. Contract Amount: $173,536.13

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

NOTED
V. E. SCHWART

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 23 '86
REFER TO
Fredrickson
FOR

Inf	Info	9/0	D/R	Sign	Act	File

cy
9/24

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE H M Bryant		SIGNATURE	
TITLE Area Engineer	DATE 9/18/86	TITLE District Engineer B	DATE 9/19/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

*10,057

June 5, 1986

CON 5 - #10,057

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

On June 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,057 awarded to Aubrey Mtn. Const. Co. for work on the Steel Creek Bridge Section of Myrtle Point-Sitkum Road in Coos County.

Final payment on this contract is $8,434.95 and the total contract amount is $173,536.13. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Aubrey Mtn. Const. Co.
P.O. Box 1049
Oakridge, OR 97463

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,057

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10057

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10057 ,	On Site Work Substantially Completed	October 30, 1985
All Work Completed	January 8, 1986		
Project	Steel Creek Bridge		
Highway	County Road (Myrtle Point-Sitkum Rd.)		
County	Coos		
Type of Work	Grading, Paving & Structure		
Contractor	Aubrey Mtn. Construction Co.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

noted
RMG

6/2/86
surety letter
written

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

#1C[illegible] jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS- A396(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40251

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 7, 1985

8. FEDERAL ROUTE NUMBER Secondary A396

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Steel Creek Bridge #C1103-396-02269

11. GENERAL DESCRIPTION OF WORK

Testing of signal equipment and turn on

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-7-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,800; Federal Funds $1,440.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1/07/

10,057

JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C5061990	011	921	504	0521	
C5061990	011	921	504	0521	
C5061990	011	921	504		
C5061990	011	921			
C5061990	011				
C5061990					
		905			
		914			

```
         JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER                          PAGE    22
     PAYROLL CHARGES ARE LOADED

         CREW      MSA              CURRENT                BALANCE TO
ETAIL   NUMBER    FIELD              MONTH                    DATE

         0521                                .00                   178.70-
         0521                                .00                   178.70-

                                             .00                   178.70-

                                             .00                   178.70-

                                             .00                   178.70-

                                             .00                   178.70-

                                                                   50.68 —

                                                                   20.84 —
                                                              ____________
                                                                   250.22
```

10,057 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION STEEL CREEK BRIDGE	WEEK ENDING DEC. 28, 1985
		SECTION PREFIX C10057
	HIGHWAY MYRTLE PT.-SITKUM RD.	COUNTY COOS
NAME OF JOB STEEL CREEK BRIDGE	KIND OF WORK Grading, Paving, & Structures	
CONTRACTOR AUBREY MTN. CONST. CO., OAKRIDGE	CONTRACT NUMBER 10057	FEDERAL AID PROJECT NUMBER BRS-A396(2)
DATE OF CONTRACT JUNE 4, 1985	DATE WORK STARTED JUNE 18, 1985	ESTIMATED COMPLETION DATE NOV. 1, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 130 SPECIFIED CALENDAR DAYS	WORK DAYS USED 128 CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 196,323.22	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 98
EXCLUSIVE OF ENGINEERING: $ 180,755.74	ENGINEERING AUTHORIZATION 15,567.48 THIS WEEK $ 0.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 175,207.80	ENGINEERING COST TO DATE $ 26,578.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN XXXXX UNDERRUN 3 %	PERCENT OF AUTHORIZATION 170 %	DATE PROJECT WAS COMPLETED: OCT. 30, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12				
MILES PARTIALLY COMPLETED	0.00				
MILES COMPLETED	0.00				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	235 cy	700tn			340 TN
TOTAL QUANTITIES CORRECTED TO DATE	235 cy	680.75			343.86
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	235 cy	680.75			343.86
AVERAGE DAILY QUANTITIES	0	0			3.86
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTR. NO: 10057

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

DATE: DEC. 28, 1985

SUNDAY 22	NO ACTIVITY.
MONDAY 23	NO ACTIVITY.
TUESDAY 24	NO ACTIVITY.
25 WEDNESDAY	NO ACTIVITY.
26 THURSDAY	NO ACTIVITY.
27 FRIDAY	NO ACTIVITY.
28 SATURDAY	NO ACTIVITY

REMARKS

This is the final weekly report.
Semi-final sent in 12/23/85.

SIGNED ______ LOCATION COQUILLE, OR

F.D. MORRISON, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT [illegible]

SP*F216

15 057

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-4-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BRS-A396(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 5/01/85 To: 9/19/86

FINANCIAL DATA

118

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
198,721.79	197,578.88	80%	158,063.10	158,063.10	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ *Authorized Officer* 12/04/86 *Date*

Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	STEEL CREEK BRIDGE SECTION COUNTY ROAD COOS COUNTY					
	Construction Type Code X080 Bridge Replacement (Sta. 7+00 to Sta. 13+50)					
	Final Contract Payment Summary	Lump Sum			$173,386.13	✓
SFO #2	Testing of signal equipment and turn-on	All Required			1,800.00	✓
	TOTAL PARTICIPATING PROJECT COST				$175,186.13	
	Construction Engineering					
	State	All Required			$ 22,392.75	
	TOTAL PARTICIPATING CONSTRUCTION COST				$197,578.88	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 150.00	✓
	Interest on Final Payments	All Required			524.12	
	Construction Engineering	All Required			468.79	
	TOTAL NON PARTICIPATING PROJECT COST				$ 1,142.91	
	TOTAL PROJECT COST				$198,721.79	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11/26/86.					
	AMOUNT CARRIED FORWARD					

10,057

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

7-24-85

Highway # 506

County Coos

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-A396(1) Prefix 506-1990

Project Name Steel Creek Br. #11C03

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon, this 24th day of July, 1985

County of Coos

Doc Stevenson
County Judge/Chairman

Commissioner

Robert Emmett
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 8/12/85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

10057

6-85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                       JUNE 1985        PAGE  422
                                                                        FISCAL           GRAND TOTAL      ACTIVE YRS
       DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE        TO DATE        BEG    END

                                           TOT      P1          2,048.09CR      70,409.11        185,135.86
                                           TOT      N1          2,041.94         2,836.30          2,836.30
                                        ** JOB TOTALS **           6.15CR**     73,245.41  **    187,972.16  **

                                                                                                               STATE
   COOS RV HWY MP 4.7         CONT NO        FA PROJ NOS HES A431001 100
                                  506   1091   296     00 N 9                    1,329.66CR       1,329.66CR   84     85
                                  506   1091   298     00 N 9                    1,329.66         1,329.66     84     85
                                  506   1091   900     00 P 1          4.14CR    1,283.81         1,283.81     84     85
                                  506   1091   915     00 P 1           .59CR      130.69           130.69     85     85
                                  506   1091   920     00 P 1           .18CR       39.49            39.49     84     85
                                  506   1091   948     00 P 1           .08CR       18.42            18.42     85     85
                                           TOT      P1                 4.99CR    1,472.41         1,472.41
                                        ** JOB TOTALS **               4.99CR**  1,472.41  **     1,472.41  **

                                                                                                               STATE
   STEEL CREEK BRIDGE         CONT NO        FA PROJ NOS BRS A396002 100
                                  506   1095   900     00 P 1       2,669.37       2,669.37        2,669.37    85     85
                                  506   1095   920     00 P 1          36.67          36.67           36.67    85     85
                                  506   1095   944     00 P 1           7.00           7.00            7.00    85     85
                                           TOT      P1              2,713.04       2,713.04        2,713.04
                                        ** JOB TOTALS **            2,713.04  **   2,713.04  **    2,713.04  **

                                                                                                               STATE
   GERKE RD-FOREST BOUNDARY   CONT NO 0028   FA PROJ NOS SR  B373003 100
                                  507   1053   296     00 N 9         133.42CR       133.42CR        133.42CR  85     85
                                  507   1053   298     00 N 9         133.42         133.42          133.42    85     85
                                  507   1053   900     00 P 1       4,526.40       4,526.40        4,526.40    85     85
                                  507   1053   920     00 P 1            .17CR        38.35           38.35    85     85
                                  507   1053   921     00 P 1         283.44         283.44          283.44    85     85
                                  507   1053   944     00 P 1           4.96           4.96            4.96    85     85
                                  507   1053   946     00 P 1         291.28         291.28          291.28    85     85
                                  507   1053   950     00 P 1           1.47           1.47            1.47    85     85
                                           TOT      P1              5,107.38       5,145.90        5,145.90
                                        ** JOB TOTALS **            5,107.38  **   5,145.90  **    5,145.90  **

                                                                                                               STATE
   S BANK CHETCO R RD U'XING  CONT NO 9285 * FA PROJ NOS RS  A301003 100
                                  508   1063   201     00 P 1                                    282,516.42    81     82
                                  508   1063   206     00 N 1                                        232.45    82     82
                                  508   1063   240     02 P 1                                      2,739.10    82     83
                                  508   1063   270     01 P 1                                      2,016.08    81     82
                                  508   1063   296     00 N 9                                    310,468.77CR  81     83
                                  508   1063   297     00 N 9                                     19,753.51    81     83
                                  508   1063   298     00 N 9                                    290,715.26    81     83
                                  508   1063   900     00 P 1                                     39,756.50    81     83
                                  508   1063   900     00 N 1                                         73.47    81     81
                                  508   1063   915     02 P 1                                        256.47    82     83
                                  508   1063   920     00 P 1                                         85.63    81     81
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4

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REPORT NO: FMB 003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                      PAGE 423
SEQ: FEDERAL APPROPRIATION, FEDERAL              FINANCIAL MANAGEMENT SYSTEM                                  RUN 01/07/87 21:11
     PROJECT, AGREEMENT, EA-SUBJOB               OREGON STATE HIGHWAY DIVISION
                                                    FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

 AGREEMENT          TOTAL COSTS      AMOUNT       --PARTICIPATION--      AGREEMENT        FEDERAL     -ADJUSTMENT-       VOUCHER
   EA/SUBJOB          TO DATE     PREV CLAIMED    AMOUNT    PERCENT       AMOUNT           SHARE     AMOUNT   CODE       AMOUNT

FEDERAL PROJECT: BRS -A396-001
*******************************

 F02905

 AGREEMENT TOTALS     23,924.02     19,139.22     23,924.02  80.00      19,139.22      19,139.22          .00             .00

FED PROJ TOTALS       23,924.02     19,139.22     23,924.02             19,139.22      19,139.22          .00             .00

FEDERAL PROJECT: BRS -A396-002
*******************************

 F02900
   C10057   -000      19,233.90     12,246.85     27,706.40
   C10057   -001         992.91           .00           .00
   C10057   -010         150.00           .00           .00
   C10057   -011     175,461.36    137,997.90    166,988.86
   C5061095-000          170.58        166.62        170.58
   C5061095-011        2,713.04      7,651.73      2,713.04

 AGREEMENT TOTALS    198,721.79    158,063.10    197,578.88  80.00     158,063.10     158,063.10          .00             .00

FED PROJ TOTALS      198,721.79    158,063.10    197,578.88            158,063.10     158,063.10          .00             .00

FEDERAL PROJECT: BRS -A409-002
*******************************

 F02946
   C5101993-011       29,424.23     23,539.38     29,424.23

 AGREEMENT TOTALS     29,424.23     23,539.38     29,424.23  80.00      23,539.38      23,539.38          .00             .00

FED PROJ TOTALS       29,424.23     23,539.38     29,424.23             23,539.38      23,539.38          .00             .00

FEDERAL PROJECT: BRS -A409-003
*******************************

 F02934
   C09481   -000          19.30           .00         19.30
   C09481   -001         338.58           .00           .00
   C09481   -010         390.17           .00           .00
   C09481   -011     748,405.30    598,166.00    748,405.30

 AGREEMENT TOTALS    749,153.35    598,166.00    748,424.60  80.00     598,166.00     598,739.68       573.68 B           .00
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REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION
SEQ: FEDERAL APPROPRIATION, FEDERAL                FINANCIAL MANAGEMENT SYSTEM                           RUN 12/23/86 20:33
     PROJECT, AGREEMENT, EA-SUBJOB               OREGON STATE HIGHWAY DIVISION
                                                      FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

 AGREEMENT         TOTAL COSTS       AMOUNT     --PARTICIPATION--       AGREEMENT       FEDERAL    -ADJUSTMENT-       VOUCHER
   EA/SUBJOB          TO DATE   PREV CLAIMED    AMOUNT    PERCENT         AMOUNT         SHARE    AMOUNT   CODE       AMOUNT
FEDERAL PROJECT: BRM -9366-003
******************************

 F03932
   C5261958-000         86.75          69.40       86.75
 AGREEMENT TOTALS       86.75          69.40       86.75   80.00      248,280.00         69.40       .00                  .00

FED PROJ TOTALS         86.75          69.40       86.75              248,280.00         69.40       .00                  .00
FEDERAL PROJECT: BRM -9874-001
******************************

 F04438
   C1261914-000        184.01         147.21      184.01
 AGREEMENT TOTALS      184.01         147.21      184.01   80.00       73,920.00        147.21       .00                  .00

FED PROJ TOTALS        184.01         147.21      184.01               73,920.00        147.21       .00                  .00
FEDERAL PROJECT: BRS -A335-002
******************************

 F02978
   C5172517-011      2,163.88       1,731.10    2,163.88
 AGREEMENT TOTALS    2,163.88       1,731.10    2,163.88   80.00        3,200.00      1,731.10       .00                  .00

FED PROJ TOTALS      2,163.88       1,731.10    2,163.88                3,200.00      1,731.10       .00                  .00
FEDERAL PROJECT: BRS -A341-001
******************************

 F03961
   C5151934-000     12,589.53      10,071.62   12,589.53
 AGREEMENT TOTALS   12,589.53      10,071.62   12,589.53   80.00       20,320.00     10,071.62       .00                  .00

FED PROJ TOTALS     12,589.53      10,071.62   12,589.53               20,320.00     10,071.62       .00                  .00
FEDERAL PROJECT: BRS -A396-001
******************************

 F02905
   C5061990-011     23,924.02      19,139.22   23,924.02
```

-10,057

TO BE COMPLETED BY FHWA		
6-236	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY COOS PROJECT NO. BRS-A396(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Steel Creek Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.12

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 196,323.00	$ 157,058.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Root

for Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 24 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon June 19, 1985

Federal Aid Project No. BRS-A396(2)

Steel Creek Bridge Section
County Road
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Bridge Replacement (Sta. 7+00 to Sta. 13+50)

Mobilization	Lump Sum	All	Lump Sum	$ 7,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,500.00
Temporary Signs	Sq. Ft.	256	10.00	2,560.00
Temporary Barricades	Each	2	100.00	200.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	300	25.00	7,500.00
Moving Temporary Concrete Barriers	Lin. Ft.	250	3.00	750.00
Temporary Traffic Signal Installation	Lump Sum	All	Lump Sum	17,000.00
Flaggers	Hour	200	10.00	2,000.00
Temporary Bridge Rail	Lin. Ft.	100	10.00	1,000.00
Temporary Bridge Rail with Tubing	Lin. Ft.	69	10.00	690.00
Embankment in Place	Cu. Yd.	235	15.00	3,525.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,500.00
1"-0 Aggregate Base	Ton	700	15.00	10,500.00
Class "C" Asphalt Concrete	Ton	340	46.00	15,640.00
Guardrail, Type 2A	Lin. Ft.	288	19.00	5,472.00
Guardrail, Type 3	Lin. Ft.	100	32.00	3,200.00
Guardrail Anchors, Type 1	Each	3	350.00	1,050.00
Guardrail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Extra for Asphalt Approaches	Each	5	300.00	1,500.00
Loose Riprap, Class 100	Cu. Yd.	25	25.00	625.00
Delineators, Type 2	Each	6	25.00	150.00
Delineators, Type 4	Each	4	20.00	80.00
Single Mailbox Supports	Each	1	150.00	150.00
Bridge Removal Work	Lump Sum	All	Lump Sum	5,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	2,000.00
Structure Excavation	Cu. Yd.	165	15.00	2,475.00
Structure Excavation Below Elevations Shown	Cu. Yd.	15	20.00	300.00

Special Wall Backfill	Cu. Yd.	100	15.00	1,500.00
Structural Concrete, Class 3300 (60 C.Y. @ $235)	Lump Sum	All	Lump Sum	21,600.00
Reinforcement (7,800 lbs. @$0.50)	Lump Sum	All	Lump Sum	4,000.00
4'x70'/75' Prestressed Slabs	Each	7	5,885.00	41,195.00
Metal Rail with Tubing	Lin. Ft.	138	45.00	6,210.00
				$ 170,572.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,500.00
Roadside Seeding, Mulching and Fertilizing	All Required		900.00
			$ 2,400.00
		Subtotal	$ 172,972.00
		Engineering	23,351.00
		Total	$ 196,323.00

Length of Project	0.12 mi.
Cost of Roadway Per Mile	$ 582,025.00

Federal Funds (80%)	$ 157,058.00
County Funds	39,265.00
Total	$ 196,323.00

Group 1	100%
Contract No.	10,057
Prefix:	506-1990
Prefix:	506-1095
Appn Code	118

DDB:bkb

June 19, 1985

Aubrey Mountain Construction Co.
P. O. Box 1049
Oakridge, OR 97463

CON 5
#10,057

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,057 for work on the Steel Creek Bridge Section of Myrtle Point-Sitkum Road in Coos County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: Employers Insurance of Wausau
Attn: Sue Clark
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: **C. O. Fredrickson**
Walt Hart
Bruce Walton
Janice Peterson
James Gix
F. D. Morrison

AUBREY MOUNTAIN CONSTRUCTION CO.
P. O. BOX 1049
OAKRIDGE, OR 97463

Robert W. Gormsen
Commission Services
Department of Transportaion
Salem, OR 97310

Re: Steel Bridge
Coos County OR

Dear Sir:

The DBE we used for this project is Arrow Brothers Corp., A G C Center No. 310, 9450 S. W. Commerce Circle, Wilsonville, OR. 97070. Bede Nishimura.

Items.

15.	Guardrail Type 2 A	$5,472.00
16.	Guardrail Type 3	3,200.00
17.	Guardrail Anchor Type 1	1,050.00
18.	Guardrail Anchor Type 1 modified	300.00
19.	Rail End Pcs., Type C	320.00
22.	Delineators, Type 2	132.00
23.	Delineators, Type 4	48.00
24.	Single Mailbox Supports	100.00
		$10,622.00

and

William Gilliland Construction Co., 22986 Hwy. #36, Cheshire, Oregon 97419 for:

31.	Reinforcement	$4,000.00
25.	Bridge Removal	5,000.00
		$ 9,000.00

Yours very truly,

Effie Holst

Effie Holst.

cc: Arrow Bros.
Wm. Gilliland Const.

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

10,057

May 29, 1985

PRU

Coos County Board
of Commissioners
Courthouse
Coquille, OR 97423

Attn: Mr. Bud Perkins

SUBJECT: Steel Cr. (Myrtle Point-Sitkum Rd.) Br.
Project No. BRS-A396(2)
Coos County

On May 23, 1985 the State Highway Division received a satisfactory bid from Aubrey Mtn. Const. Co., P.O. Box 1049, Oakridge, OR 97463 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 6151 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

Contractor's Bid		$170,572.00
Anticipated Items		2,400.00
SUBTOTAL		$172,972.00
Contingencies (4 1/2%)		7,783.74
Engineering (9%)		15,567.48
TOTAL CONSTRUCTION COST		$196,323.22
Estimated P.E. Cost		22,000.00
Less Free Bridge Design		(7,000.00)
Less Federal Funds (80%)		(169,058.58)
Less County's Advance Deposit		
P.E.	$ 3,600	
Const. (65%)	26,600	(30,200.00)
County's Remaining Balance Due		$ 12,064.64
ADVANCE DEPOSIT ROUNDED		$ 12,000

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $12,000 by June 14, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:pf
Attachment

bcc w/AD #85-52: Jack Ayres, Region 3
Vern Skoog-Please return completed AD #85-52 when advance deposit is received.

10,057

CON 19-1a

nig

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A396(2) Steel Cr.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-7-85

4. PROGRAM NO.

5. ITEM NO. 40251

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 8 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | | File

Orig. 5/8

7. DATE AUTHORIZATION EFFECTIVE 5-1-85

8. FEDERAL ROUTE NUMBER Secondary A-396

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

STEEL CREEK BRIDGE #C1103-000-00000 SECTION

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's May 1, 1985 letter, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $200,000; Federal Funds $160,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated April 10, 1985 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner for

16. TITLE Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,057

May 3, 1985

PKU

Coos County Board
of Commissioners
Courthouse
Coquille, OR 97423

Attn: Mr. Bud Perkins
County Roadmaster

SUBJECT: Steel Cr. (Myrtle Point-Sitkum Rd.) Br.
Project No. BRS-A396(2)
Coos County

On May 23, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8151 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

Estimated Construction Cost	$204,900
Less Federal Funds (80%)	(164,920)
County's Share (20%)	$ 40,980
65% of County's Share & Advance Deposit	$ 26,600

We will award the contract when we receive your advance deposit in the amount of $26,600 and DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

RECEIVED
6-4-85
CK

MKS:pf
Attachment

bcc w/AD #85-41: Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-41
when advance deposit is received.

10,057

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-30-85

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OREGON 97310

STATE OREGON	FEDERAL AID PROJECT NO. BRS-A 396(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 8-3-84 To: 4-30-85

APP 118

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$23,924.02	$23,924.02	807.	$19,139.22	$19,139.22	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	STEEL CREEK BRIDGE - COOS COUNTY RD.					
	Preliminary Engineering					
	Type code P.E.					
	State	All Required			$23,924.02	
	TOTAL PARTICIPATING PROJECT COSTS				$23,924.02	
	Prepared based on the participating project cost on shwon on the Federal Billing as of August 7, 1986.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JUNE 1985          PAGE 1101

                                                                        FISCAL            GRAND TOTAL
    DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                      506   1990    923     00 P 1           .77CR          171.32            171.32
                      506   1990    926     00 P 1          9.62CR        3,139.69          3,139.69
         X            506   1990    927     00 P 1         29.09          6,248.55          6,248.55
                      506   1990    929     00 P 1          1.26CR          279.29            279.29
                      506   1990    932     00 P 1           .17CR           37.30             37.30
                      506   1990    933     00 P 1           .03CR            7.17              7.17
                      506   1990    937     00 P 1         10.56CR        2,707.18          2,707.18
                                    TOT        P1         723.30         24,174.24         24,174.24
                                 ** JOB TOTALS **         723.30    **   24,174.24   **    24,174.24   **

  MYRTLE CR(CULVER)BR#11C41   CONT NO    FA PROJ NOS BRS A416001 100                                        STATE
                      506   1995    296     00 N 9      1,163.68CR        9,449.64CR        9,449.64CR
                      506   1995    298     00 N 9      1,163.68          9,449.64          9,449.64
                      506   1995    901     00 P 1        238.96          9,230.88          9,230.88
                      506   1995    905     00 P 1      1,550.51          1,550.51          1,550.51
                      506   1995    910     00 P 1          1.41CR          399.23            399.23
                      506   1995    913     00 P 1          1.07CR          841.84            841.84
                      506   1995    926     00 P 1         33.27          1,499.07          1,499.07
                      506   1995    927     00 P 1          7.20              7.20              7.20
                      506   1995    933     00 P 1           .16CR           35.44             35.44
                      506   1995    937     00 P 1      1,098.59          1,123.77          1,123.77
                                    TOT        P1       2,925.89         14,737.94         14,737.94
                                 ** JOB TOTALS **       2,925.89    **   14,737.94   **    14,737.94   **

  GERKE RD-FOREST BOUNDARY    CONT NO   * FA PROJ NOS RS  B373002 100                                       STATE
                      507   1936    296     00 N 9         87.04CR       10,454.93CR       10,454.93CR
                      507   1936    298     00 N 9         87.04         10,454.93         10,454.93
                      507   1936    901     00 P 1                        6,504.93          6,504.93
                      507   1936    905     00 P 1                        2,744.77          2,744.77
                      507   1936    906     00 P 1                          229.86            229.86
                      507   1936    910     00 P 1                          358.62            358.62
                      507   1936    918     00 P 1                          108.04            108.04
                      507   1936    920     00 P 1                          111.11            111.11
                      507   1936    921     00 P 1                          859.75            859.75
                      507   1936    922     00 P 1                            9.12              9.12
                      507   1936    933     00 P 1                          934.19            934.19
                                    TOT        P1                        11,860.39         11,860.39
                                 ** JOB TOTALS **                   **   11,860.39   **    11,860.39   **

  CAMP CR (CR 127) BR#7C02    CONT NO    FA PROJ NOS RS  B381001 100                                        STATE
                      507   1938    296     00 N 9        591.36CR        7,880.20CR        7,880.20CR
                      507   1938    298     00 N 9        591.36          7,880.20          7,880.20
                      507   1938    901     00 P 1        205.78          6,836.17          6,836.17
                      507   1938    905     00 P 1        117.53            749.30            749.30
                      507   1938    906     00 P 1          7.20              7.20              7.20
                      507   1938    911     00 P 1           .28CR           62.80             62.80
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	PREFIX		FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	506	1984	298	00 N 9	184.03	12,984.98	12,984.98	
	506	1984	901	00 P 1	234.67	9,955.43	9,955.43	
	506	1984	901	00 N 1		141.86	141.86	
	506	1984	905	00 P 1	4.96CR	1,151.68	1,151.68	
	506	1984	910	00 P 1	2.85CR	633.34	633.34	
	506	1934	911	00 P 1	.22CR	49.45	49.45	
	506	1984	914	00 P 1	.48	184.58	184.58	
	506	1984	918	00 P 1	2.92CR	668.75	674.96	
	506	1984	923	00 P 1	2.69CR	962.37	962.37	
	506	1984	933	00 P 1	6.03	994.49	994.49	
	506	1984	935	00 P 1	.22CR	48.77	48.77	
			TOT	P1	227.32	14,648.86	14,655.07	
			TOT	N1		141.86	141.86	
			** JOB TOTALS **		227.32 **	14,790.72 **	14,796.93 **	
LONE TREE BRIDGE #11C142	CONT NO		FA PROJ NOS BRS A431002 100					STATE
	506	1986	296	00 N 9	56.94CR	10,569.68CR	10,575.94CR	
	506	1986	298	00 N 9	56.94	10,569.68	10,575.94	
	506	1986	901	00 P 1	.07CR	17.13	17.13	
	506	1986	904	00 P 1		9,450.00	9,450.00	
	506	1986	905	00 P 1	479.08	479.08	479.08	
	506	1986	906	00 P 1	614.26	614.26	614.26	
	506	1986	910	00 P 1	2.32CR	513.69	513.69	
	506	1986	911	00 P 1	.22CR	49.45	49.45	
	506	1986	918	00 P 1			7.83	
	506	1986	921	00 P 1	256.01	256.01	256.01	
	506	1986	923	00 P 1		21.60	21.60	
	506	1986	926	00 P 1	36.07	2,807.52	2,807.52	
	506	1986	933	00 P 1	.32CR	70.86	70.86	
	506	1986	937	00 P 1	.28CR	63.59	63.59	
	506	1986	980	00 P 1	.65CR	250.47	250.47	
			TOT	P1	1,381.56	14,593.66	14,601.49	
			** JOB TOTALS **		1,381.56 **	14,593.66 **	14,601.49 **	
STEEL CREEK BRIDGE SECTION	CONT NO		FA PROJ NOS BRS A396001 100					STATE
	506	1990	296	00 N 9	909.97CR	18,760.75CR	~~18,760.75CR~~	
	~~506~~	~~1990~~	~~298~~	~~00 N 9~~	~~909.97~~	~~18,760.75~~	~~18,760.75~~	
	506	1990	901	00 P 1	22.12CR	5,571.77	5,571.77	
	506	1990	905	00 P 1	16.39CR	3,805.29	3,805.29	← 50.68
	506	1990	906	00 P 1	.38CR	92.60	92.60	← To 927
	506	1990	910	00 P 1	.09	82.55	82.55	
	506	1990	911	00 P 1	.69CR	152.75	152.75	
	506	1990	914	00 P 1	.38CR	84.27	84.27	— 20.84
	506	1990	918	00 P 1	2.47CR	562.26	562.26	
	506	1990	920	00 P 1	.47CR	102.46	102.46	
	506	1990	921	00 P 1	759.59	1,094.31	91561 ~~1,094.31~~	— To 929
	506	1990	922	00 P 1	.16CR	35.48	35.48	

71.52

```
FEDERAL APPROPRIATION: 118

 AGREEMENT          TOTAL COSTS       AMOUNT      --PARTICIPATION--      AGREEMENT       FEDERAL    -ADJUSTMENT-        VOUCHER
   EA/SUBJOB          TO DATE      PREV CLAIMED   AMOUNT     PERCENT       AMOUNT          SHARE     AMOUNT   CODE       AMOUNT
FEDERAL PROJECT: BRS -A396-001
******************************

 F02905

 AGREEMENT TOTALS     23,924.02     19,139.22     23,924.02  80.00      19,139.22      19,139.22        .00               .00

FED PROJ TOTALS       23,924.02     19,139.22     23,924.02             19,139.22      19,139.22        .00               .00
FEDERAL PROJECT: BRS -A396-002
******************************

 F02900
   C10057   -000      19,233.90     12,246.85     27,706.40
   C10057   -001         992.91           .00           .00
   C10057   -010         150.00           .00           .00
   C10057   -011     175,461.36    137,997.90    166,988.86
   C5061095-000          170.58        166.62        170.58
   C5061095-011        2,713.04      7,651.73      2,713.04

 AGREEMENT TOTALS    198,721.79    158,063.10    197,578.88  80.00     158,063.10     158,063.10        .00               .00

FED PROJ TOTALS      198,721.79    158,063.10    197,578.88            158,063.10     158,063.10        .00               .00
FEDERAL PROJECT: BRS -A409-002
******************************

 F02946
   C5101993-011       29,424.23     23,539.38     29,424.23

 AGREEMENT TOTALS     29,424.23     23,539.38     29,424.23  80.00      23,539.38      23,539.38        .00               .00

FED PROJ TOTALS       29,424.23     23,539.38     29,424.23             23,539.38      23,539.38        .00               .00
FEDERAL PROJECT: BRS -A409-003
******************************

 F02934
   C09481   -000          19.30           .00         19.30
   C09481   -001         338.58           .00           .00
   C09481   -010         390.17           .00           .00
   C09481   -011     748,405.30    598,166.00    748,405.30

 AGREEMENT TOTALS    749,153.35    598,166.00    748,424.60  80.00     598,166.00     598,739.68     573.68 B             .00
```

10,057

Section Steel Cr k Bridge Programm g Estimate $

Highway Myrtle Point - Sitkum Rd. Project Length 0.12 mi.

County COOS 4-23-85 Completion Time 130 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date Oct. 24, '85

Prefix 506-1990 Letting Date May 23, '85 Project No. BRS-A396(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 178,185.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding, & Mulching, Fertilizing	900	$ 2,400.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 180,585.00
Contingencies (4-1/2%)		8,126.33
Engineering (8, [✓ 9], 10%)		16,252.65
~~Subtotal~~		$
Credit for ___		
Estimated Net Authorization, Construction		$ 204,963.98

APPROVED

2-23-85
4:23 gf

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Steel Creek Bridge

COUNTY Coos

SHEET 1 OF 2

KIND OF WORK Grading, Paving, Structure

KEY NUMBER

LENGTH 0.12 mi.

DATE 4/10/85

NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All	-	12,000-
2	Temporary Protection and Direction of Traffic		All	All	-	3,500-
3	Temporary Signs		Sq. Ft.	256	6-	1,536-
4	Temporary Barricades		Each	2	70-	140-
5	Temporary Concrete Barriers, Reflectorized		Lin. Ft.	300	16-	4,800-
6	Moving Temporary Concrete Barriers		Lin. Ft.	250	3-	750-
7	Temporary Traffic Signal Installation		All	All	-	23,000-
8	Flaggers		Hour	200	16-	3,200-
9	Temporary Bridge Rail		Lin. Ft.	100	15-	1,500-
10	Temporary Bridge Rail with Tubing		Lin. Ft.	69	10-	690-
	ROADWORK					
11	Embankment in Place		Cu. Yd.	235	15-	3,525-
12	Finishing Roadbed and Slopes		All	All	-	1,500-
13	1"-0 Aggregate Base		Ton	700	17-	11,900-
14	Class "C" Asphalt Concrete		Ton	340	45-	15,300-

734-1736 (REV. 2-84)

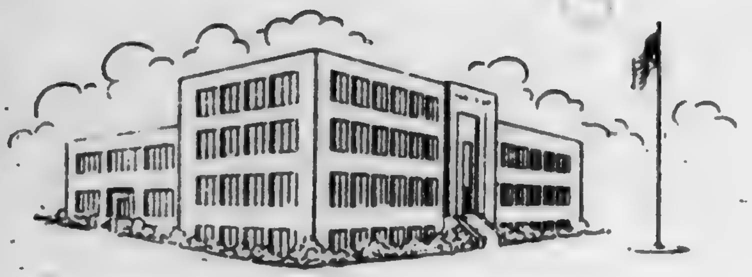
SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Steel Creek Bridge		COUNTY COOS		SHEET 2 OF 2
KIND OF WORK Grading, Paving, Structure	KEY NUMBER	LENGTH 0.12 mi.	DATE 4/11/85	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
15	Guard Rail, Type 2A		Lin. Ft.	288	20-	5,760-
16	Guard Rail, Type 3		Lin. Ft.	100	40-	4,000-
17	Guard Rail Anchors, Type 1		Each	3	400-	1,200-
18	Guard Rail Anchors, Type 1 Modified		Each	1	400-	400-
19	Rail End Pieces, Type C		Each	4	100-	400-
20	Extra for Asphalt Approaches		Each	5	175-	875-
21	Loose Riprap, Class 100		Cu. Yd.	25	40-	1,000-
22	Delineators, Type 2		Each	6	25-	150-
23	Delineators, Type 4		Each	4	20-	80-
24	Single Mailbox Supports		Each	1	150-	150-
	STRUCTURE					
25	Bridge Removal Work		All	All	-	13,000-
26	Shoring, Cribbing, Etc.		All	All	-	3,000-
27	Structure Excavation		Cu. Yd.	165	12-	1,980-
28	Structure Excavation Below Elevations shown		Cu. Yd.	15	15-	225-
29	Special Wall Backfill		Cu. Yd.	100	13-	1,300-
30	(60 C.Y. @ \$235) Structural Concrete, Class 3300		All	All	-	14,100-
31	(7,800 lbs. @ \$0$^{\underline{50}}$) Reinforcement		All	All	-	3,900-
32	4'x 70'/75' Prestressed Slabs		Each	7	5,440-	38,080-
33	Metal Rail with Tubing		Lin. Ft.	138	38-	5,244-
					Br. SubT.	80,829-

10,857

Con 19-1
Steel
Cr.



County of Coos
Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210
Bill Grile, AICP
Planning Director

April 15, 1985

Marge Akers
Permit Coordinator
Division of State Lands
1445 State Street
Salem, OR 97310

RE: DSL Permit #R/F 4155 (Steel Creek Bridge Replacement near Dora in Coos County)

The Coos County Planning Department has reviewed the above referenced permit requires which, when granted, would allow the applicant to replace the existing Steel Creek Bridge using structural stabilization measures.

The project requires review according to the Coos County Zoning and Land Development Ordinance to determine if it is consistent with certain specified policies of the ordinance. An administrative conditional use permit to the effect has been issued by the Planning Director, and is enclosed as Attachment "A".

The project is therefore consistent with the County comprehensive plan.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT
Bill Grile, Director
BY:

Becky Crockett

Rebecca J. Crockett, Planner

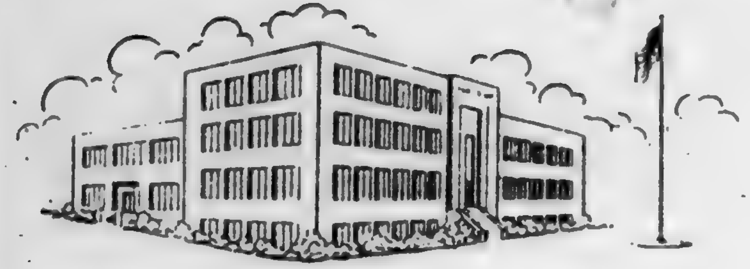
Attachment

cc: Board of Commissioners
Glen Hale, DLCD
E.S. Hunter, ODOT
file
Patti Snow, DLCD
Jack Ayres, ODOT
Bud Perkins

E.S. [illegible]
cc Christensen
Gilmour
Hart
4-19-85

RECEIVED
STATE HWY ENGR
APR 18 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File



County of Coos
Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210
Bill Grile, AICP
Planning Director

April 15, 1985

J.R. Perkins
Public Works Director
Coos County Highway Department
Coos County Courthouse
Coquille, OR 97423

RE: Administrative Conditional Use Review per Division of State Lands Permit #R/F 4155 (Steel Creek Bridge Replacement)

Dear Bud:

The Division of State Lands has asked the Planning Department to comment on your above referenced permit which would allow for the replacement of the Steel Creek Bridge near Dora. The project specifically involves removal of the existing bridge, construction of a new bridge, and placement of loose riprap to aid in shoreland stabilization. The proposed project requires review and approval as an Administrative Conditional Use in the Coos County Zoning and Land Development Ordinance.

> **DECISION SUMMARY: The request for an Administrative Conditional Use to replace the Steel Creek Bridge near Dora is hereby granted.**

Findings and Conclusions:

The decision is based on the following findings and conclusions:

1. The project area is split zoned Exclusive Farm Use (EFU) and Forestry (F). In accordance with these zoning designations, plan implementation strategy #5 (Coos County Comprehensive Plan Volume I, Part I, Natural Hazards) requires that:

   > "Coos County shall support structural protection measures when the applicant establishes that nonstructural measures either are not feasible or inadequate to provide the necessary degree of protection."

2. Your letter (attached) dated April 11, 1985 serves as adequate justification in establishing the need for structural stabilization over nonstructural stabilization for the bridge replacement project.

DECISION

Pursuant to the provisions of Article 5.2 of the Coos County Zoning and Land Development Ordinance, the Planning Director hereby finds that an Administrative Conditional Use Permit to allow replacement of the Steel Creek Bridge to include structural stabilization is consistent with the Coos County Zoning and Land Development Ordinance. Further, because that Ordinance is consistent with the statewide goals of the Land Conservation and Development Commission (LCDC), the project is consistent with the Statewide Goals.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

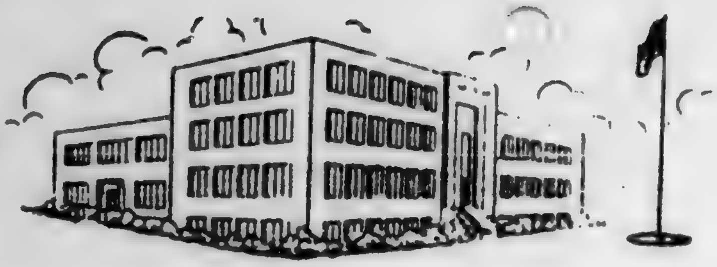
Bill Grile

Bill Grile, Director

Findings prepared by Rebecca J. Crockett, Planner

WPG/RJC/cd
Enc. April 11, 1985 MEMO from Bud Perkins

cc: Board of Commissioners
Jack Ayres, ODOT
Glen Hale, DLCD
Patti Snow, DLCD
Marge Akers, DSL
E.S. Hunter, ODOT
file



County of Coos
HIGHWAY DEPARTMENT
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423

April 11, 1985

RECEIVED
APR 11 1985
COOS COUNTY PLANNING DEPT.
By cd

M E M O

TO : COOS COUNTY PLANNING DEPT.
FROM : COOS COUNTY HWY DEPT.
RE : STEEL CREEK BRIDGE

Dear Becky:

It is necessary to use structural protection in the design and construction of this project for the following reasons:

a. to provide a clear span of the creek above highwater stages, concrete abutments must be used to support the bridge;

b. type of soil is not conducive to growth of trees and grass - slopes are primarily sandstone;

c. steepness of slopes on creek bank is a deterrent to growth of natural or planted vegetation; and

d. highwater runoff has a tendency to scour vegetation from slopes.

We hope this addresses your concerns on this project application.

Sincerely,
COOS COUNTY HWY DEPT.

J.R. Perkins

J. R. Perkins, Public
Works Director

JRP/de

c.c. Jack Ayres, ODOT (notice of need for permit application
P O Box 1128 should be sent to Jack Ayres in the
Roseburg OR 97470 future)

PUBLIC NOTICE

Notice is hereby given that the Coos County Planning Director on April 15, 1985, approved a Administrative Conditional Use located in T. 28S., R. 11WWM., S. 12, as applied for by Oregon State Highway Division to allow replacement of the Steel Creek Bridge near Dora.

This decision may be appealed to the Coos County Hearings Body by filing a written notice of intent to appeal and the required fee with the Planning Director as follows:

A. An appeal of this decision shall be filed within 15 days of this publication; and

B. The notice of intent to appeal shall clearly and specifically state:

  i. how the Planning Director erred in his decision,

  ii. the issues the petitioner seeks to have reviewed; and,

  iii. the facts establishing that the petitioner has standing, pursuant to the Coos County Zoning and Land Development Ordinance.

COOS COUNTY PLANNING DEPARTMENT
Bill Grile, Director
Coquille Annex
Coquille, Oregon 97423

PUBLICATION DATE

The World: April 24, 1985

10,057

4-11-85

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	
1	Title Sheet	REGISTERED PROFESSIONAL ENGINEER 6482 OREGON JULY 11, 1969 RICHARD A. KUEHN
2	Typical Sections, Details & Summary	
2A	Details	
2B 2B-2	Stage Construction, Temporary Protection & Direction Of Traffic	
3	Plan & Profile	

STATE OF

DEPARTMENT OF T

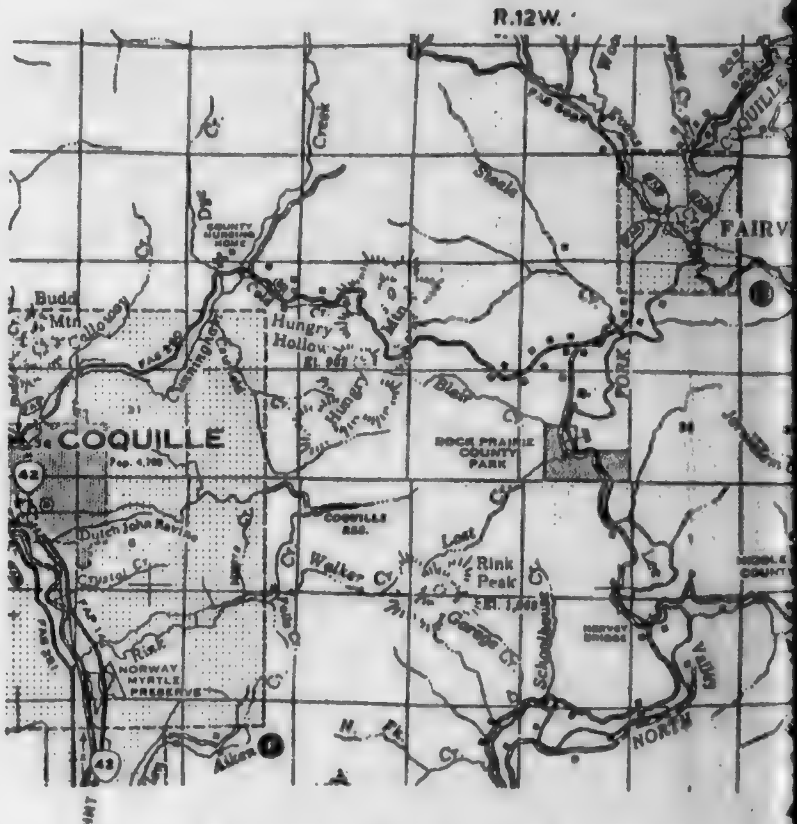
STATE HIGHWA

PLANS FOR PROPO

STEEL CREEK

COUNTY ROAD (MYRTLE

COOS CO


R.12W.
Creek
COUNTY NURSING HOME
Budd Mtn
Hungry Hollow
FAIRV
COQUILLE
ROCK PRAIRIE COUNTY PARK
Dutch John Ravine
Walker Cr.
Lost
Rink Peak
Schoolhouse Cr.
NORWAY MYRTLE PRESERVE
NORTH
42
TO MYRTLE POINT

BEGINNING OF PROJEC

Sta. 7+00

N

END OF PROJ

Sta. 13+5

Sketch

Scale 0 1

STEEL CREEK BRIDGE SEC. COUNTY ROAD (MYRTLE POINT- SITKUM RD.) COOS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-C

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

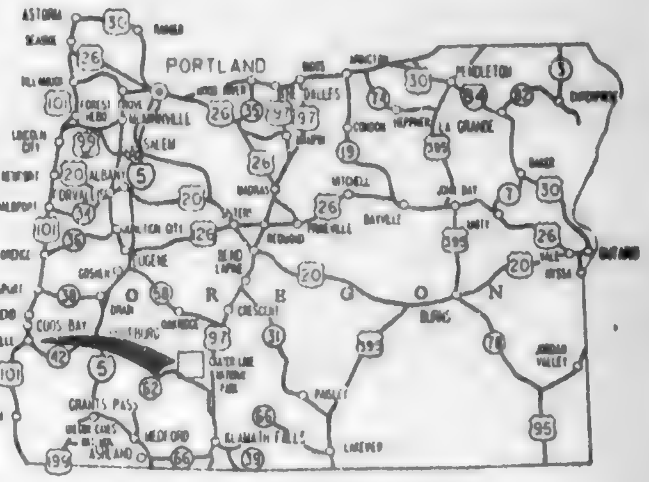
R PROPOSED PROJECT

PRELIMINARY COPY
APR 8 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

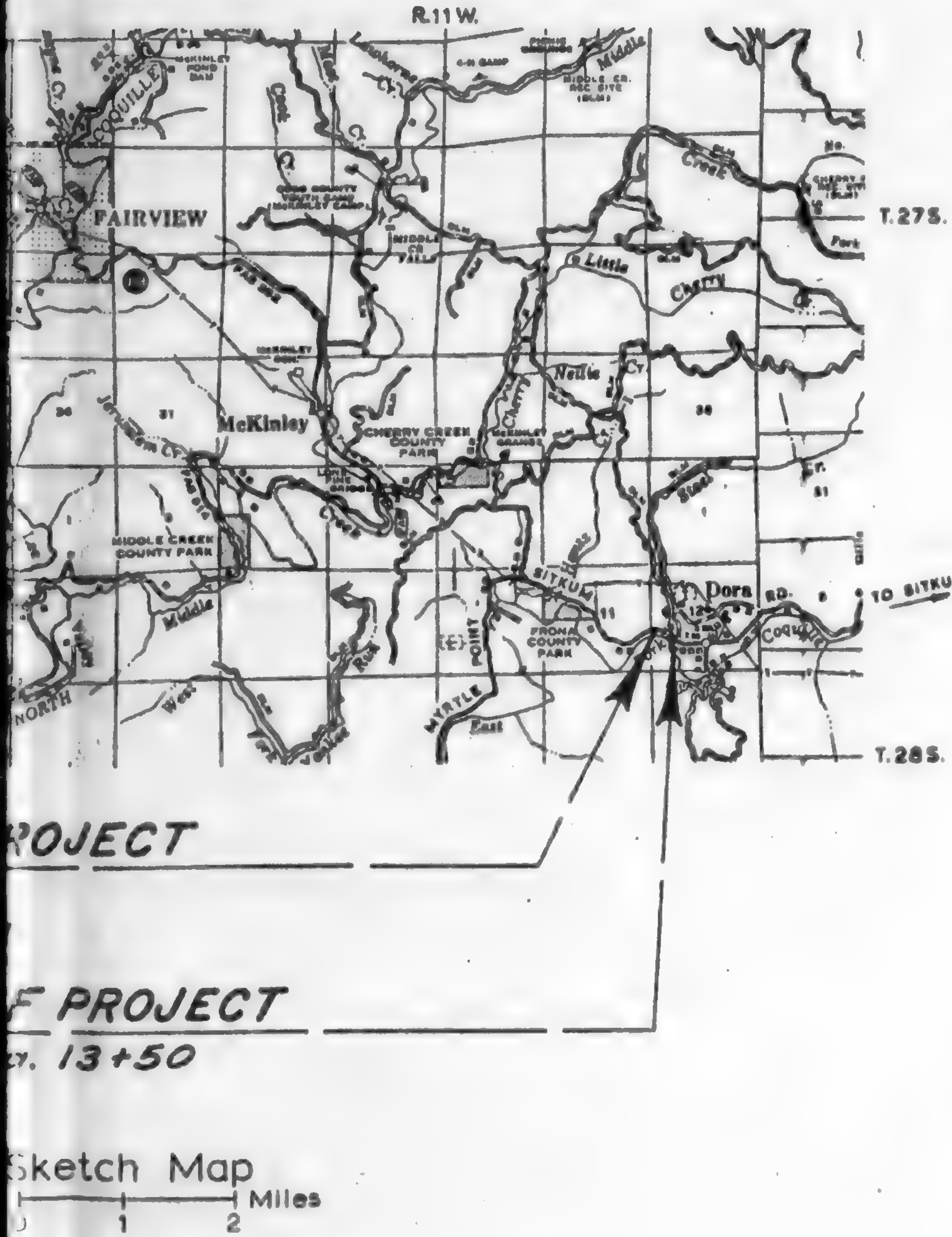
EEK BRIDGE SEC.

MYRTLE POINT-SITKUM RD.)

COOS COUNTY



ASTORIA
PORTLAND
PENDLETON
THE DALLES
LA GRANDE
SALEM
ALBANY
EUGENE
BEND
BURNS
COOS BAY
ROSEBURG
CRESCENT
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
LAKEVIEW
O R E G O N



R.11 W.
COQUILLE
FAIRVIEW
McKinley
CHERRY CREEK COUNTY PARK
MIDDLE CREEK COUNTY PARK
FRONA COUNTY PARK
Dora
SITKUM
TO SITKUM
T.27S.
T.28S.
Little
Cherry
Nellie Cr.
Middle
MYRTLE
POINT
North
East
ROJECT
F PROJECT
a. 13+50
Sketch Map
0
1
2
Miles

APPROVED April 11 1985

BOARD OF COMMISSIONERS of Coos COUNTY

BY Don Stevenson

COMMISSIONER

COMMISSIONER

COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel I. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER

DATE

10,357

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 10, 1985

In Reply Refer to
File No.:

DES 16

Rebecca J. Crockett, Planner
Coos County Planning Department
Courthouse Annex
Coquille, OR 97423

Steel Creek Bridge Section
Myrtle Point-Sitkum Road
Coos County
Application for Conditional Use

Thank you for directing our attention to the requirement for a Conditional Use Permit on the above project. We have asked James Gix, Region Engineer in Roseburg, to take action to obtain the permit.

Mr. Gix should be in contact with you in the near future to discuss fee payment and resolve any problems or questions you may have with this proposed project.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

cc Marge Akers, Division of State Lands
James Gix (enc.)

bc H. S. Coulter
Duane Christensen

JM:bn/ESH:ja

Form 734-3122

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: J. J. Gix
Region Engineer

DATE: April 9, 1985

FROM: John R. Marks
John Marks
Final Project Coordinator

SUBJECT: Steel Creek Bridge Section
Myrtle Point-Sitkum Rd.
Coos County

Here is a letter from Coos County Planning Department informing us of the requirement for a Conditional Use Permit for the above project. They also are expressing some concern about the Class 100 riprap streambank protection.

This matter has been discussed with Jack Ayres by telephone and he assured me that your office will take the necessary steps to obtain this permit.

Here also are two sets of plans for your use in acquiring the permit. Please call if you have any questions.

JM:bn

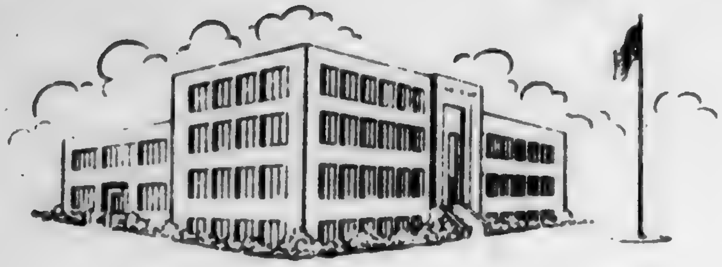
Atchs.

cc: E. S. Hunter
Marge Akers, Division of State Lands

RECEIVED
STATE HWY ENGR
APR 9 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1-125-1387



County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

April 2, 1985

Oregon State Highway Division
Oregon Department of Transportation Bldg.
Salem, Ore 97310

Re: Steel Creek Bridge Replacement, DSL R/F 4155

Dear Sir:

The Coos County Planning Department has received notice from the Division of State Lands to review your proposed project to replace the Steel Creek Bridge near Dora in Coos County.

The Waterway Permit application which we have received from DSL does act as an ACU application, therefore initiating our review process. However the required fee of $100.00 must be paid to this office prior to an ACU decision being made. In addition to the fee, I have attached the pertinent review criteria concerning your request. Plan implementation strategy #5 (Coos County Comprehensive Plan Volume I, Part I, Natural Hazards) requires that:

> "Coos County shall support structural protection measures when the applicant establishes that non-structural measures either are not feasible or inadequate to provide the necessary degree of protection."

At this time, we are holding the review and subsequent comments to DSL until we receive your assessment of structural vs. non-structural shoreland stabilization for the project area and the required ACU fee of $100.00.

If you have any further questions concerning this, please don't hesitate to contact this office.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Becky Crockett

Rebecca J. Crockett, Planner

RJC/cah

Enc.

cc: Marge Akers, DSL
B.E. Brown, P.O. Box 1265, Coos Bay, Ore
file

RECEIVED
STATE HWY ENGR

APR 5 '85

REFER TO
4-8-85 Hunter

FOR

Info	Invest	R/D	D/R	Sign	Act	File
			X		X	

3. Coos County shall comply with the requirements of the Federal Insurance Administration Regulation 1910.3(b).

This strategy recognizes that the above identified safeguards are appropriate to minimize adverse life and property risks.

4. Coos County shall support the policy of State Building Codes Division requiring new mobile home sitings to be secured to the ground, recognizing that "tie-downs" are appropriate safeguard against Coos County's wind hazards.

5. Coos County shall promote protection of valued property from risks associated with critical streambank erosion through necessary streambank stabilization measures, preferring non-structural solutions where practicable.

Coos County shall implment this stragy by making "Consistency Statements" required for State and Federal permits (necessary for structural streambank protection measures) that support structural protection measures when the applicant establishes that non-structure measures either are not feasible or inadequate to provide the necessary degree of protection.

This strategy recognizes the risks and loss of property from unabated critical streambank erosion, and also that state and federal agencies regulate structural solutions.

6. Coos County shall permit the construction of new dwellings in known areas potentially subject to mass movement (earth flow/slump topography/rock fall/debris flow) only:

i. if dwellings are otherwise allowed by this Comprehensive Plan; and

ii. after the property owner or developer files with the Planning Department a report certified by a qualified geologist or civil engineer stipulating --

a. his/her professional qualifications to perform foundation engineering and soils analyses

b. that a dwelling can or cannot be safely constructed at the proposed site, and whether any special structural or siting measures should be imposed to safeguard the proposed building from unreasonable risk of damage to life or property.

This strategy recognizes the County is responsible for identifying potential hazard areas, informing its citizens of risks associated with development in known hazard areas, and estblishing a process involving expert opinion so as to provide appropriate safeguards against loss of life or property.

1 10,057

Con 19-1
Steel Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 8, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40251
Project No. BRS-A396(2)
Steel Creek Bridge Sec.
Myrtle Point-Sitkum Road
Coos County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 9, 1985.

DRH:bkb
Attachments
cc: J.J. Gix, Region 3
M.K. Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

April 8, 1985

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 11 mi. NE of Myrtle Point 66	**ADT**	PRESENT 45 DHV 300	FUTURE ---- (68) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Bridge (1) 62	NATL. FOREST (63) (65)	F.A. ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BRS- 23	NUMBER A396

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (65% on system)		COUNTY NAME Coos		
	NAME OF URBAN AREA 17-31 ----	ROUTE NO. S	FEDERAL-AID A396 UC (22)	STATE Co. Rd. (26) (27)	U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-18)	(19)	41	42	43 46	50		(54) (58)	(60) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080	(09)	"Steel Creek Bridge Sec."	0.014	200,000	160,000		40,000

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.014	200,000	160,000		40,000
1	14	PROGRAM APPROVAL DATES 10-1-84			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 402 No. BRS-A396	

Key #02461

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

April 8, 1985

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 11 mi. NE of Myrtle Point	ADT	PRESENT 45 DHV 300	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 118	ITEM NO. 40251

PROPOSED WORK (33 typewriter dge (1)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A396	SEQ. NO. (2)	I. Projects Only POST MI.	DESIG.

AL FUNDS
Bridge Replacement (65% on system)

AREA

COUNTY NAME Coos				CODE 011	PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. S	FEDERAL-AID A396 UC	STATE Co. Rd.	U.S. -----		

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	(09)	"Steel Creek Bridge Sec."	0.014	200,000	160,000		40,000	
ARED BY DRH			PROJECT TOTALS	0.014	200,000	160,000		40,000	

AM APPROVAL DATES
10-1-84

REMARKS
Additional Data: Item No. 40251; project No. BRS-A396(1).

y #02461

-over

USCOMM DUSCOMM-DC 48803-P61

Steel Creek Bridge Sec.

Remarks Continued:

Project Data: Work under this project consists of: 1) construct one reinforced concrete prestressed slab span structure (Br. #16756), 72 ft. in length with 27 ft. 3 in. roadway; 2) remove existing structure; 3) construct approaches requiring grade, drain and H-T pave to provide two 12 ft. travel lanes with 2 ft. paved shoulders; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Note: 1) This project is in Congressional District No. 4.
2) Included in the approved bridge replacement inventory (Br. No. C1103) list with a sufficiency rating of 37.8.

Maintenance, Accommodation and Utilities: A State-County agreement No. 8151 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 6-28-84.

10,057

STATE OF OREGON **INTEROFFICE MEMO**

DES 23
16756

TO: Jim Gix
Region 3 Engineer
Attention Jack Ayres, Fed. Aid Specialist

DATE: February 20, 1985

FROM: Kamal A. Kamadoli
Principal Structural Design Engineer

SUBJECT:

Steel Creek Bridge
Steel Creek Bridge Section
Myrtle Point-Sitkum Highway
Coos County
Bridge 16756

Attached are four reduced prints of Drawings 40431 and 40236 which are the preliminary plan and elevation and vicinity map for this structure.

The hydraulic study for the subject section recommended either a 16'x8'-3" structural plate arch pipe or a bridge. A box culvert is not considered adequate for fish passage requirements. Preliminary studies for a plate arch alternate indicate high head walls at both ends. The wall height at the upstream end could be reduced with the purchase of additional right-of-way. The location of Abernathy house, an historical site, just north-east of the bridge site restricts the purchase of this additional right-of-way. The plate arch alternate would cost approximately $37,000 more than the proposed bridge alternate.

A bridge providing 16' opening would meet the hydraulic needs. Due to the deep channel of the creek bed, the smaller bridge opening would require expensive high abutments. The proposed 72' span would provide the most economical bridge at the location.

We propose to construct the bridge in stages reducing the traffic to a single lane during construction. The County has requested no bridge approach panels or deck membrane waterproofing be provided for this structure.

Our present estimate of costs for the proposed contract based on quantities is:

Roadwork	$ 55,000
Structure	83,100
Engineering & Contingencies	27,600
TOTAL	$165,700

Please use these prints to obtain the approval of Coos County. Return

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
FEB 21 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

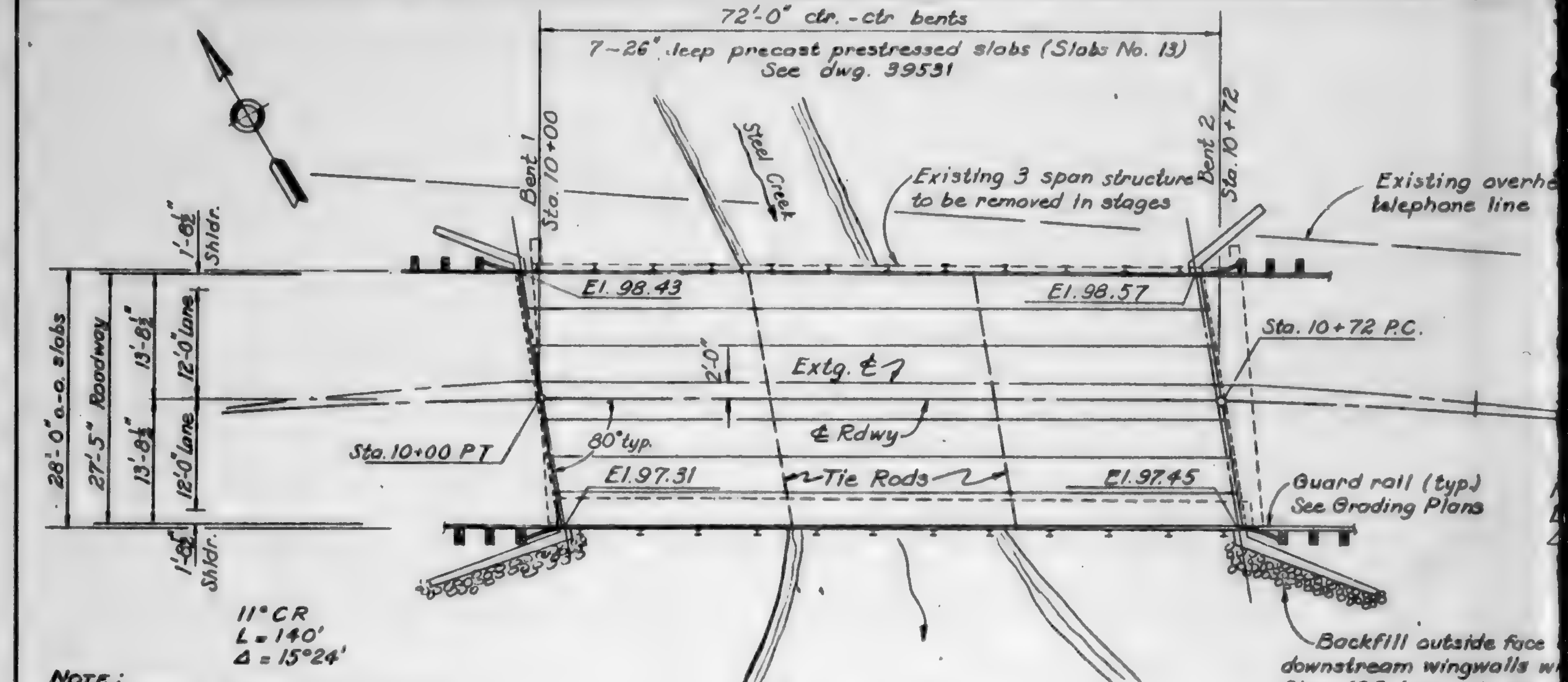
one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on April 18, 1985.

KAK:smd

Attachments

cc H. A. Schell /w/ 1 set amd 2 copies of Hydraulic Report.
Road Design /w/ 1 set
~~Program~~ Section /w/ 1 set
Environment (M. Banks) /w/ 1 set


72'-0" ctr.-ctr bents
7-26" deep precast prestressed slabs (Slabs No. 13)
See dwg. 39531
Steel Creek
Bent 1
Sta. 10+00
Existing 3 span structure to be removed in stages
Bent 2
Sta. 10+72
Existing overhe
telephone line
1'-8½" Shldr.
28'-0" o-o slabs
27'-5" Roadway
13'-8½"
12'-0" lane
13'-8½"
12'-0" lane
1'-8½" Shldr.
El. 98.43
El. 98.57
Sta. 10+72 P.C.
2'-0"
Extg. ℄
℄ Rdwy
Sta. 10+00 PT
80° typ.
El. 97.31
Tie Rods
El. 97.45
Guard rail (typ.)
See Grading Plans
Backfill outside face
downstream wingwalls w
Class 100 loose riprap
11° CR
L = 140'
Δ = 15°24'

PLAN

Scale: 1" = 10'-0"

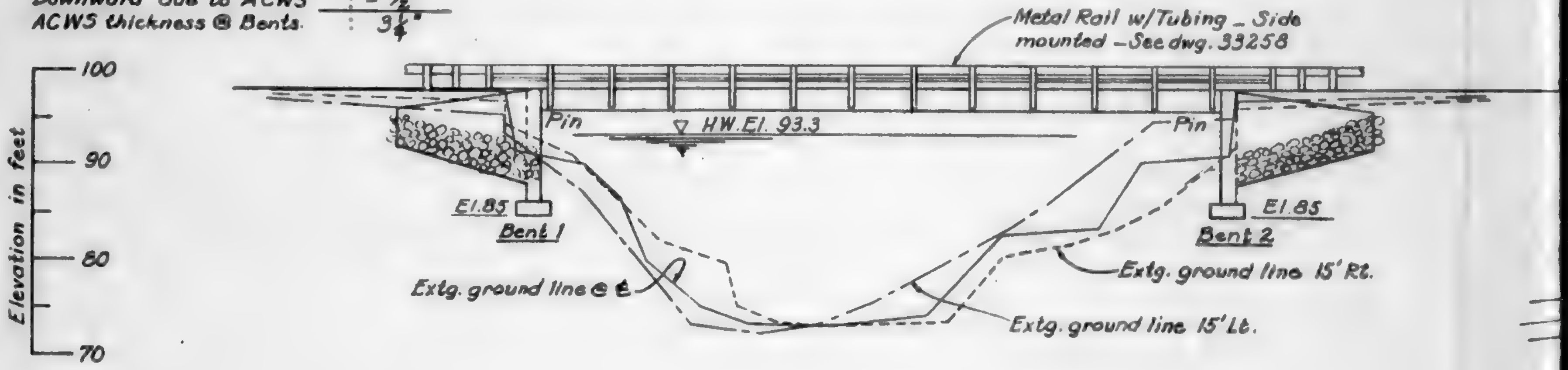
East Fork Coquille River

NOTE:

Elevation Datum assumed.

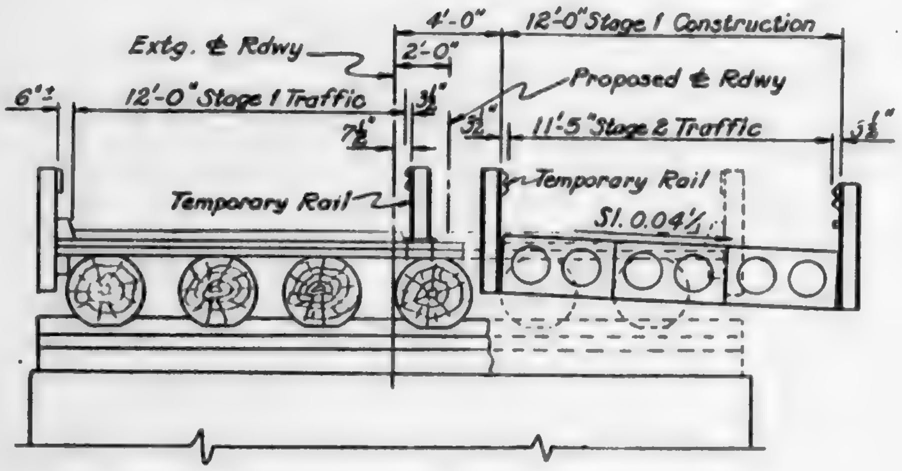
Elevations shown on Plan are top of concrete slab at Bt. ℄ 14' Lt. + Rt. and are 3¼" below the finish grade as calculated below:

Min. ACWS : 2"
Anticipated Camber @ 3 mos. : 1¾"
Downward due to ACWS : -½"
ACWS thickness @ Bents. : 3¼"


Metal Rail w/Tubing - Side mounted - See dwg. 33258
100
90
80
70
Elevation in feet
Pin
HW. El. 93.3
Pin
El. 85
Bent 1
El. 85
Bent 2
Extg. ground line 15' Rt.
Extg. ground line @ ℄
Extg. ground line 15' Lt.

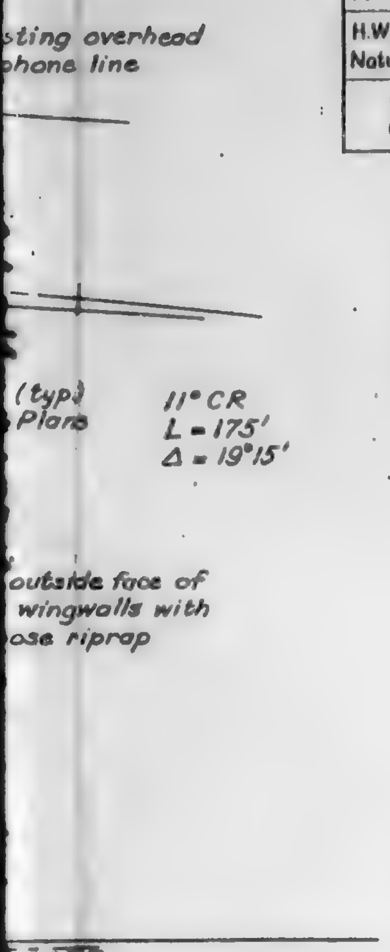
ELEVATION

Scale: 1" = 1'-0"


4'-0"
12'-0" Stage 1 Construction
Extg. ℄ Rdwy
2'-0"
Proposed ℄ Rdwy
6"±
12'-0" Stage 1 Traffic
3½"
7½"
3½"
11'-5" Stage 2 Traffic
3½"
Temporary Rail
Temporary Rail
Sl. 0.04'/'

STAGE CONSTRUCTION DETAILS

Scale: ¼" = 1'-0"

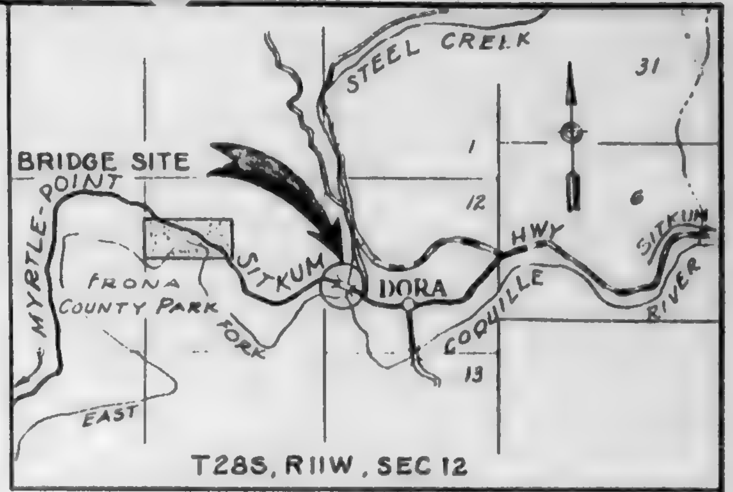

sting overhead
phone line
(typ)
Plans
11° CR
L = 175'
Δ = 19°15'
outside face of
wingwalls with
ose riprap

HYDRAULIC DATA

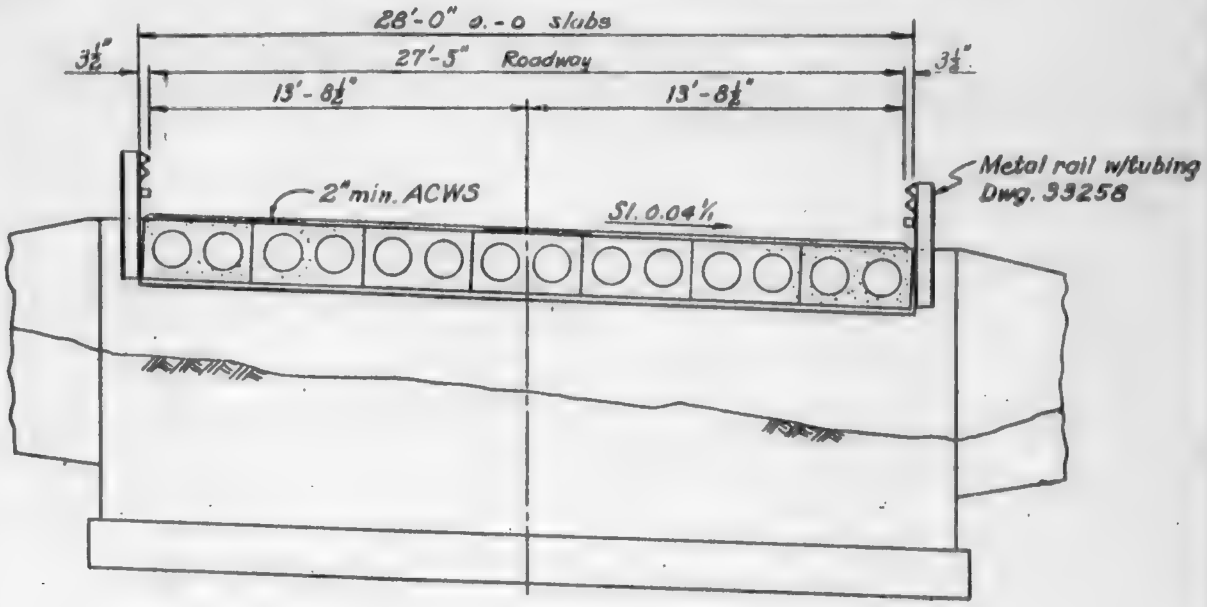
	Design Flood	Base Flood	Design Flood	Base Flood
Discharge cfs.	595	755	595	755
Frequency yrs.	25	100	25	100
H.W. Elevation Natural Channel ft.	77.9⁽¹⁾	78.4⁽¹⁾	93.3⁽²⁾	95.6⁽²⁾

(1) Steel Creek Stage
(2) East Fork Coquille River Stage

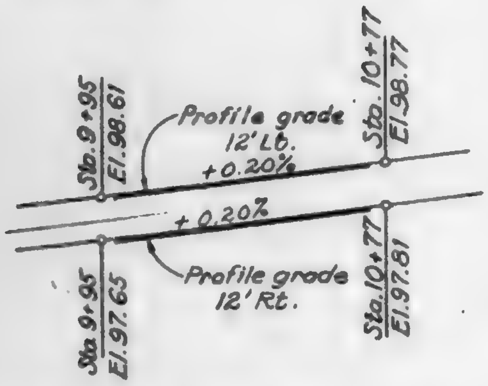
NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"


STEEL CREEK
31
BRIDGE SITE
MYRTLE-POINT
1
12
6
HWY
SITKUM
FRONA
COUNTY PARK
SITKUM
DORA
COQUILLE
RIVER
FORK
13
EAST
T28S, R11W, SEC 12

VICINITY MAP
No scale


28'-0" o.-o. slabs
3½"
27'-5" Roadway
3½"
13'-8½"
13'-8½"
2" min. ACWS
Sl. 0.04'/'
Metal rail w/tubing
Dwg. 33258

TYPICAL SECTION
Scale: ¼" = 1'-0"


Sta. 9+95
El. 98.61
Profile grade
12' Lt.
+0.20%
Sta. 10+77
El. 98.77
+0.20%
Profile grade
12' Rt.
Sta. 9+95
El. 97.65
Sta. 10+77
El. 97.81

GRADE LINE DIAGRAM
No scale

DATE	REVISION	BY

APPROVED:
PE
BRIDGE ENGINEER
PE
ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED
DRAWN An Truong
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

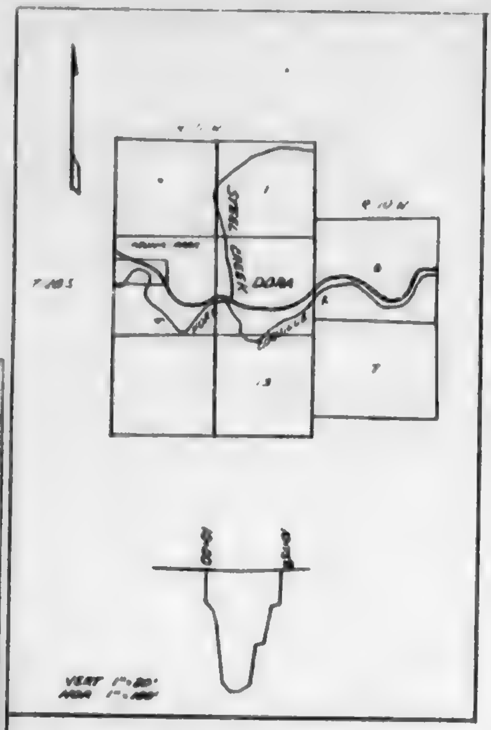
STEEL CREEK BRIDGE
STEEL CREEK BRIDGE SECTION
MYRTLE POINT-SITKUM HWY - COOS CO.

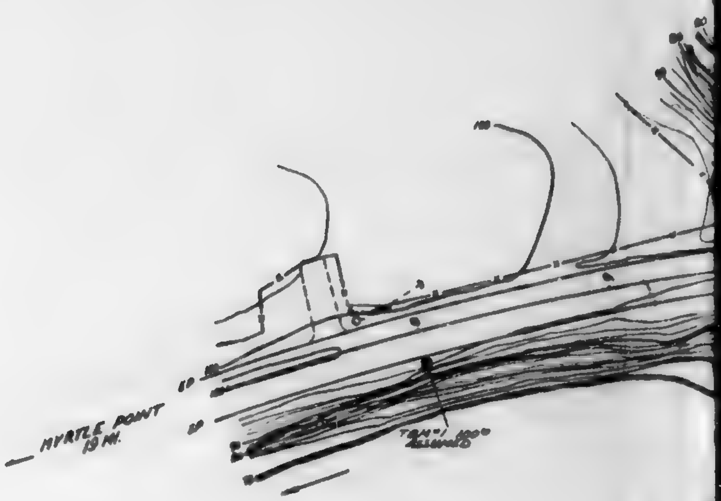
PRELIMINARY PLAN & ELEVATION

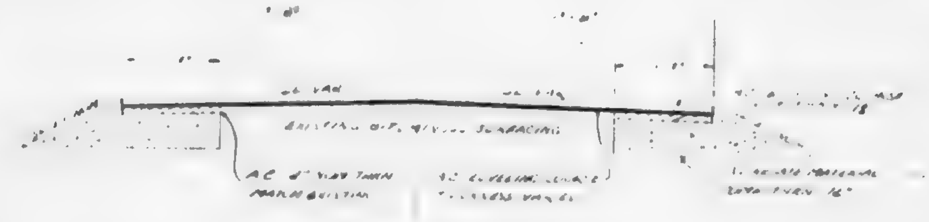
ACCOMPANIED BY DWGS.

DATE Feb 1985 CALC. BOOK SHEET 1 OF 1
BRIDGE NO. 16756 DRAWING NO. 40431

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

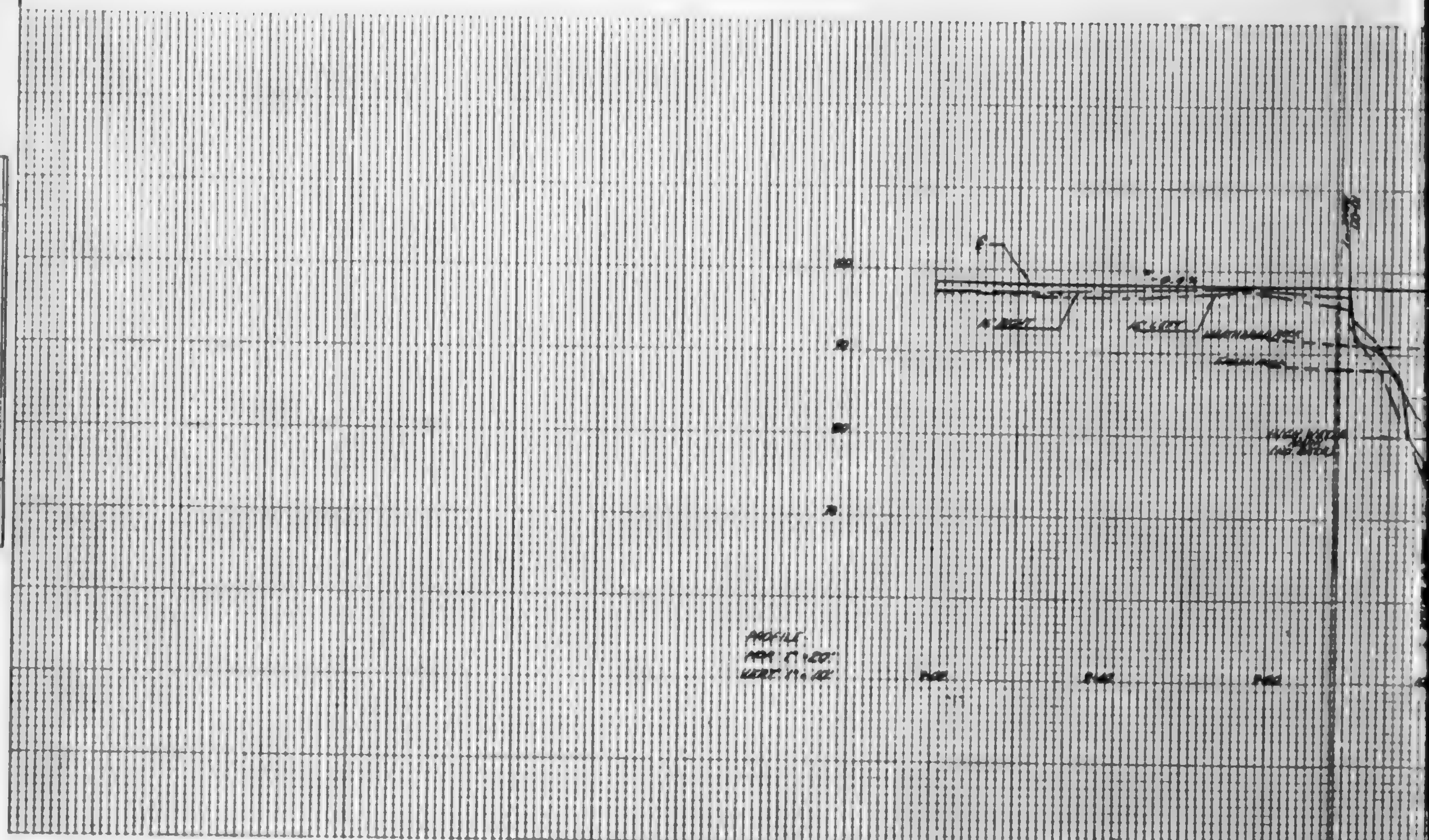

R 11 W
R 10 W
T 30 S
STEEL CREEK
DORA
R
1
6
7
13
VERT 1"=20'
HOR 1"=100'


MYRTLE POINT
13 MI.
100
TBM=1 100
ASSUMED


EXISTING OIL MIX SURFACING
A.C.

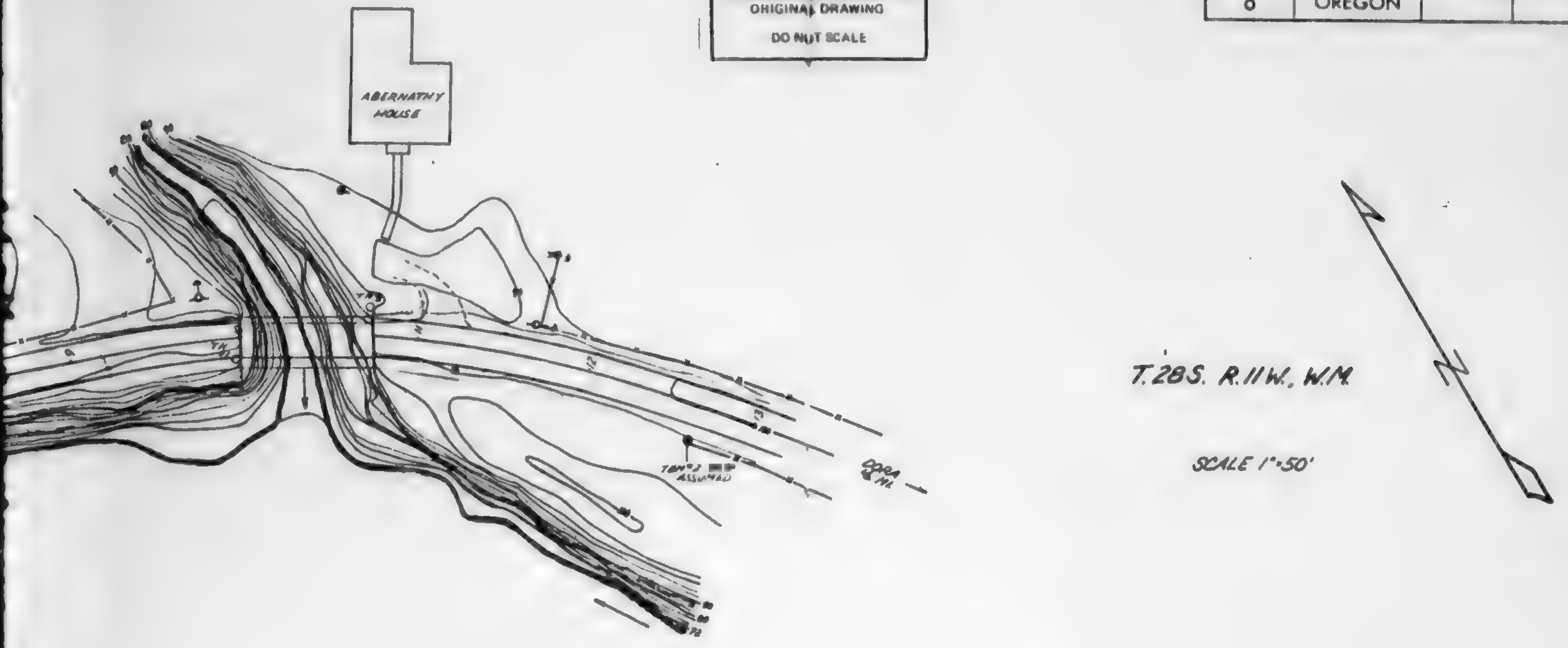
ROADWAY SECTION AT BRIDGE SITE

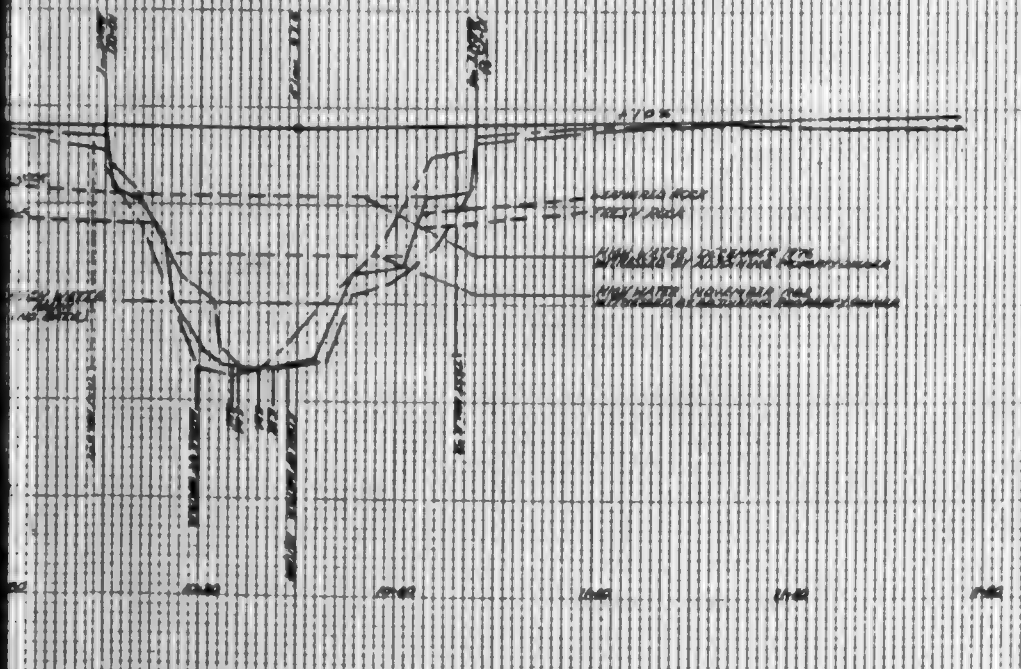
ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		


PROFILE
HOR 1"=20'
VERT 1"=10'
100
90
80
70
HIGH WATER

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. TOTAL SHEETS
8	OREGON			See Index

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING
DO NOT SCALE


ABERNATHY HOUSE
TEMP'Y BM ASSUMED
DORA
T. 28S. R. 11W. W.M.
SCALE 1" = 50'



OREGON STATE HIGHWAY COMMISSION
VICINITY MAP AND PROFILE
STEEL CREEK BRIDGE SITE
MYRTLE POINT - SITKUM HIGHWAY
NEAR DORA - COOS COUNTY
F.D. MORRISON PROJECT MANAGER
DRAWN BY: J.W. PULZONE

BR. No. 16756 DWG. No. 40236

10,057

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Steel Creek (Myrtle Point - Sitkum Hwy.) Bridge

Highway: FAS A396

County: Coos

Prefix: 506-1990

Project Manager: Frank Morrison

Date December 14, 1984

Ten Year Traffic Coefficient 7.5

18 kip EAL's per day 59

R Value 10

Frost Penetration ----

CBE Total Requirement 24.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base, Class "C"	8.0"
16.0"	Aggregate Base (1"-0)	16.0"
20.0"		24.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.8"	Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5"	Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
✓ Program Section
Region Federal Aid Specialist

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 17 1984
REFER TO Shultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ✓

10,057 12-7-89

LOCATION NARRATIVE REPORT

STEEL CREEK BRIDGE
MYRTLE PT. - SITKUM HWY.
~~CO. RD.~~ Bridge # C1103

PREFIX: 506-1990-901
COOS COUNTY

The purpose of this location survey is to replace the wooden structure over Steel Creek, which has deteriorated to the point that it must be replaced. The bridge is located on the Myrtle Point - Sitkum Highway approximately 1/2 mile west of Dora in section 12, R.11 W., T.28 S. It is about 50 feet upstream from the confluence of Steel Creek and the East fork of the Coquille River.

The bridge is a three span wooden structure with two center columns of concrete and concrete end abutments. An A.C. surface covers the wood decking. The center span uses log stringers while the outside spans have squared timber stringers. The existing exterior stringers have deteriorated and both sides of the bridge sag across the center span. The County has installed 12" x 12" timbers four feet in from the edges to restrict traffic to one lane. The abutments and both columns appear to be in good condition. A large part of the traffic across the bridge is log trucks. The existing roadway is paved and is in good condition with an average pavement width of 22 feet.

Additional right of way will not be required. Alignment will shift 4.5 feet south at both ends of the bridge. This shift is due to the width of the new bridge, 28 feet, and the necessity of shifting centerline to allow for stage construction. The new alignment will match the existing roadway 120 feet from the bridge in both directions. Centerline was established by using the center of the bridge deck as a baseline and turning deflections to nails set every twenty five feet on the centerline stripe. This method was used because of a lack of data and monuments on this section of the road, the short work area and the small alignment shift. An assumed elevation of 100.00 was given to a T.B.M. set near the work area. The closest bench mark is about 2.5 miles from the work area. The extra work needed to tie into this bench mark was determined to be unnecessary.

A large house,(Abernathy), which is a historical site, is located about 100 feet N.E. of the bridge. The Abernathy House was a stage coach stop on the old wagon road which is now the present road. This site limited the area available to work in and made the alternative of building a detour around the construction impractical. Another consideration was the impact of the construction and removal of a detour on Steel Creek which is a prime Steelhead spawning stream. After reviewing these factors with the County Roadmaster it was decided to remove the bridge and build the new structure in two stages.

Two other alternatives were discussed. These involve using pre cast bridge members and closing the road to traffic for a short period of time. This would eliminate the time and expense of stage construction and the realignment of centerline. The first alternative would be to use the existing concrete abutments and center columns. The existing deck and supporting stringers would be removed and pre cast slabs would be installed. The problem with this method is that the two center columns are approximately two feet lower than the abutments. The second alternative is to remove the center columns with the deck and stringers. Then precast box beams could be set in place spanning the creek from the existing end abutments. Since we do not have enough information on box beams, we went with precast bulb tees. Either of the above methods could be used as the end abutments appear to be good and solid and the bents in the stream could be removed.

If this type of construction can be arranged, the road could be closed for one day to remove the old deck and set in the new beams. Heavy traffic could be restricted during the grout cure time. This was discussed with the County Roadmaster and they have done this type of construction on at least one other structure in the County with good success.

A profile and cross sections were run on the road. In the work area the cross sections extended 100 feet to the north and south to the edge of the river. A traverse and profile of Steel Creek was run upstream 1000 feet from the bridge. Cross sections of the stream bed were taken at several locations. All of the surveying and measurement was done when the water was at a low level. Approximate dates and levels of high water were obtained from two adjacent property owners.

The first stage of construction will require restricting traffic to 13.5 feet of the upstream (left) side of the bridge. This will be done with temporary continuous rail barrier and temporary guard rail. The existing structure will be cut along this 13.5 foot line. The north part of the structure will then be used for one way traffic and will require shoring on both sides. The south part of the existing structure will be removed. Leaving a 1.5 foot gap from the existing north section the new south section would be built. This will be 4 sections wide (16 feet). Due to the steep ground at the S.W. corner of the new bridge a wing wall will be required. This will keep the fill material out of the creek and river.

While traffic is restricted to the north side, the cut out excavation at the edge of pavement can be done on the south side. The shoulder patching and leveling with A.C. can also be done on the south side at this time. The single mailbox across from the Abernathy House could be removed and then replaced at this time.

To complete Stage I the bridge surface and approaches will be paved to give traffic a suitable surface. The permanent bridge guard rail and bridge approach rail will be installed on the south side. The temporary guard rail and continuous rail barrier will then be removed from the north side and installed on the new south section. Traffic can then be switched to the south side.

Stage II will be similar to Stage I. The old structure will be removed including an abandoned 2" galvanized pipe attached to the exterior stringer. The north section of the bridge could then be constructed. It will be 12 feet wide. As with Stage I, all excavation, shoulder rock, patch A.C., leveling A.C. and guard rail will be completed. All temporary guard rail and continuous rail barrier will then be removed. The overlay will then be laid down. The full 1-1/2" overlay will start at 8+87 and go to 12+10. There will be a 75' taper on both ends, 8+12 to 8+87 and 12+10 to 12+85.

The final steps will be cleanup, installation of delineators, removal of temporary signs and striping.

If any further information is required please contact this office.

F. D. Morrison
F. D. Morrison
Project Manager

i-6

(Estimate)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Steel Creek - Myrtle Point - Sitkum Hwy.	**COUNTY** Coos	**SHEET** 1	**OF** 1

KIND OF WORK Bridge Replacement	**KEY NUMBER**	**LENGTH**	**DATE**	**NAME** Pulzone

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All		14,[illegible] ~~13,813~~
2	Temporary protection and direction of traffic		All	All		5,180
3	Temporary signs		Sq. Ft.	98	6	588
4	Temporary guard rail		Lin. Ft.	76	8	608
5	Temporary continuous rail traffic barrier		Lin. Ft.	200	15	3,000
6	Flaggers		Hr.	400	17	6,800
7	Removal of structure		Sg. Ft.	1824	5	9,120
8	General Excavation		Cu. Yd.	75	15	1,125
9	Finishing roadbed and slopes		All	All		2,000
10	Watering		M-Gal	4	10	40
11	Aggregate shoulders		Ton	255	12	3,060
12	Asphalt concrete mixture		Ton	162	35	5,670
13	Structures, structural exc., stage construction		All	All		133,000
14	Guard rail, type 3		Lin. Ft.	100	30	3,000
15	Guard rail, type 2A		Lin. Ft.	175 87.5	12	2,[illegible] ~~1,050~~
6	Guard rail anchors, type 1		Each	4	350	1,400
7	Rail end pieces, type C		Each	4	90	360
8	Rail connections to bridge		Each	4	350	1,400
9	Delineators, Type 2		Each	12	23	276
20	Delineators, Type 4		Each	4	15	60
21	Single mail box supports		Each	1	100	100
22	Contingency-Engineering 20%		All	All		38,330 3[illegible]
	Unit Prices Obtained From Dave Parker 11/2/84				TOTAL -	229,980 23[illegible],616

4-1736 (REV. 2-84)

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Steel Creek Bridge Highway Sitkum Rd. (County) County Coos

Assigned By Al Hansen Designer Art Dean Date 12-7-84

Directions Review the field location data
Check to see if hydraulics report is available

Narrative By Designer This is a bridge replacement job. The grades shown on the vicinity and detail maps were picked from the profile sent in by the project managers office. No vertical curve is proposed since the grade is so slight. The bridge can be designed with approximately a + 00.3% grade to meet the road grade on each end.

The quantity for guardrail was increased to meet new minimum design standards around bridges plus being carried back a short distance on the left to give some added safety along the steep bank going down to the Coquille River.

Asphalt Concrete mix was increased because the Leveling course had not been included in the original estimate.

The original estimated cost was $229,980. The cost was increased by the additional A.C. Mix & guardrail to $233,616. This is $34,616 over the original funding of $199,000.

I was informed today, by Hydraulics section, that they are investigating the possibility of putting a culvert pipe in at this location eliminating the need for the bridge.

No detail map was submitted with the project. A copy of the vicinity map was made and the construction details were added to that for the detail map.

10,057

CON 14-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

kke

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A396(1) Steel

2. STATE PROJECT NO. See below Cr

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-10-84

4. PROGRAM NO.

5. ITEM NO. 40251

2A. COUNTY NAME Coos County

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-3-84

8. FEDERAL ROUTE NUMBER Secondary A396

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Steel Creek (Myrtle Point - Sitkum Road) Bridge #C1103-001-C02269

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including Archeological Salvage and utility Preparatory work TEC $25,300 - F.F. $20,240
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potters PEA dated 7-26-84.

RECEIVED
STATE HWY ENGR
AUG 13 '84
REFER TO Potter
FOR

Info	Inv	R/D	D/R	Sign	Act	File

14. DATE 8/10/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

·10,057

PRO

August 7, 1984

Coos County Board
 of Commissioners
Courthouse
Coquille, OR 97423

Attn: Mr. Bud Perkins

Subject: Steel Creek (Myrtle Point - Sitkum Road) Bridge
Coos County
Project No. BRS-A398(1)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8151, the County should now submit an advance deposit for its share of the preliminary engineering cost.

Estimated P.E. Cost	$25,300.00
Less Free Bridge Design & Specs.	(7,000.00)
Less Federal Funds (80%)	(14,640.00)
Counties Share and Advance Deposit	$3,660.00

Please submit your advance deposit in the amount of $3,660.00 so that work may begin. You may use one of the three options described in the attachments.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: W/AD #84-89 Jack Ayre, Region 3
Vern Skoog - Please return completed AD #84-89 when Advance Deposit is received.

.101057

CON 19-[illegible]
-5 [illegible]
B.W.

July 9, 1984

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

AGR 4

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8151

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Steel Creek Bridge (Myrtle Point-Sitkum) Bridge Number C1103.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

101057

CON 17-4
Steel
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

May 1, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Steel Creek Bridge (C1103)
Myrtle Point - Sitkum County Road
Coos County
BRS-A396(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
May 9, 1984

CMG:gc

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Norm Davis
Surfacing Design
General Files
Jim Gix
Steve Littrell
Elliott Parker
Bill Brown
Don Keyes (8)

CONCURRED
R Hathaway 5/4/84
For Division Administrator
Federal Highway Administration
Oregon Division

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION Steel Creek Bridge (C1103)

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

The bridge design has not been completed, but it is not anticipated that additional right-of-way will be needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Replacement of the bridge will allow continued access to the residences, farms, and forest and recreation land in the area. The project is consistent with the Coos County Comprehensive Plan except as explained under historical impacts below.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The work proposed is the replacement of a bridge due to deterioration of the existing structure. Safety will be improved. The existing bridge has been rendered to one way traffic and with the new bridge two way traffic will resume. Traffic volume is not anticipated to change.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Impacts to Steel Creek will be kept to a minimum.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The project is within the vicinity of an historical site inventoried on the Coos County Comprehensive Plan (Abernathy House). The house and the property will be avoided by the project.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement. An historic property in the vicinity of the project will be avoided. No other potenti for significant impact is anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rocky R. Luckman	(503) 396-3121	May 4, 1984

734-1913 (7-82)

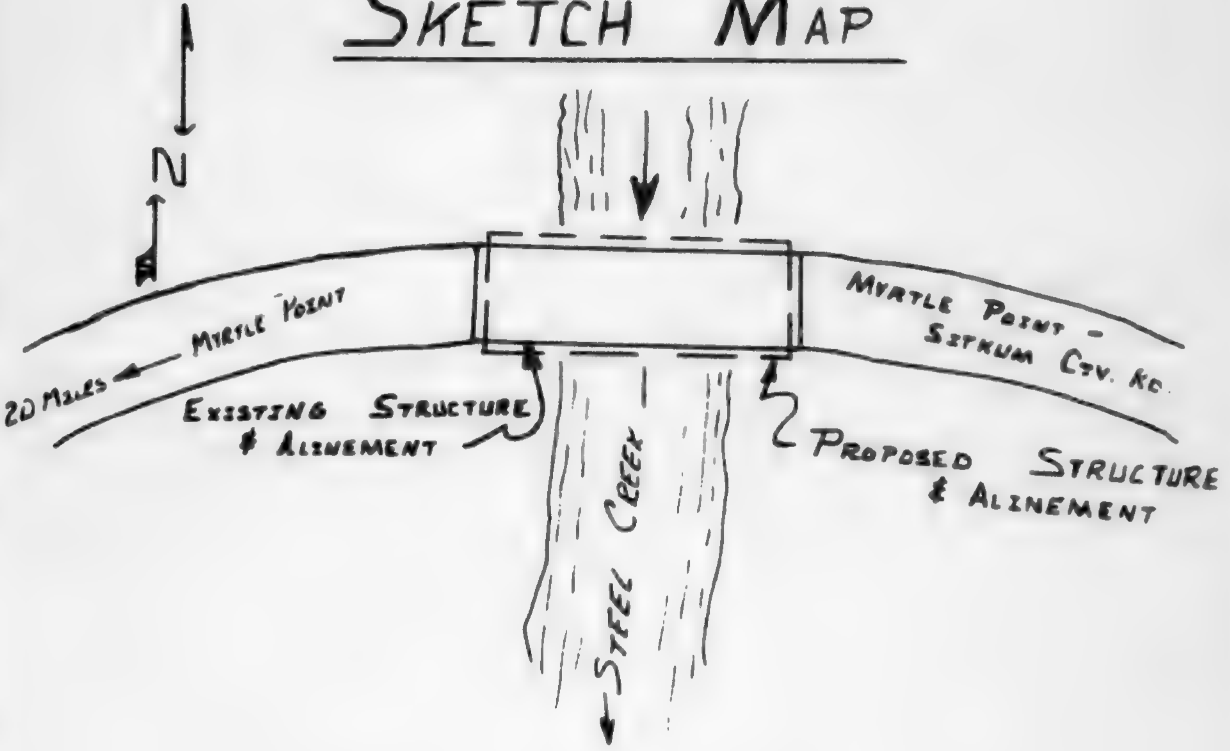
STEEL BRIDGE REPLACEMENT

COOS COUNTY, OREGON

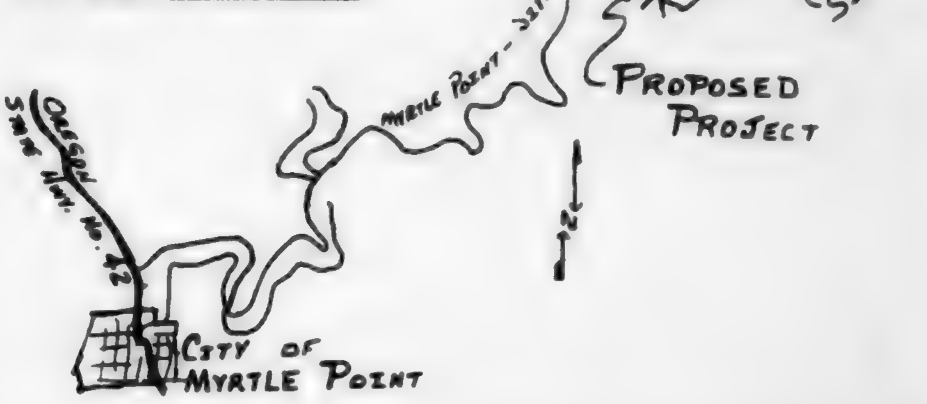
BRIDGE LOCATED ON MYRTLE POINT - SITKUM CTY. RD.

DATE: JAN. 17, 1984 PREP. BY: R.R.L.

SKETCH MAP


N
MYRTLE POINT
20 MILES
EXISTING STRUCTURE & ALINEMENT
STEEL CREEK
MYRTLE POINT - SITKUM CTY. RD.
PROPOSED STRUCTURE & ALINEMENT

VICINITY MAP


CTY. RD.
SITKUM
MYRTLE POINT - SITKUM
PROPOSED PROJECT
OREGON STATE HWY. NO. 42
N
CITY OF MYRTLE POINT

10,057

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to File

DATE: May 16, 1984

FROM: Michael K Shultz
Mike K. Shultz
Rural Program Coordinator

SUBJECT: Steel Cr. (Myrtle Point-Sitkum Hwy.) Br. #11C03
Coos County
HBR - C FAS A396

The subject project was approved by H. S. Coulter, May 7, 1984 in the Highway Bridge Replacement Program through 1987. The subject project is shown as a 1985 On-Systems Local Project.

No additional right-of-way is anticipated. Preliminary and construction engineering will be provided by the State. The State will provide a bridge design, plans and specifications at no cost to the County under ORS 366.155 and 369.210. Enclosed are the project prospectus forms for distribution.

MKS/cm
Encl.

cc: Max Klotz - Please add to PCS
W. F. Cobine - Please program with FHWA (w/attach.)
F. E. Terpin
J. B. Boyd
Don Aman
J. J. Gix (Region 3)
Jack Ayres (Region 3)
L. E. George, w/attach.
Cam Gilmour, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
John Scofield, w/attach.

81-125-1387

1- 5

N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Coos Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02461

SECTION: Steel Creek Bridge (No. C1103)

REGION: 3

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 506-1990

DATE: 4-12-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		1,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		5,000	929		2,000
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 25,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX: N/A

FEDERAL AID PROJECT NUMBER: BRS - A396 (1)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications by consultant or state for contract construction of a new structure over Steel Creek.

1 ✓

2
2 2

3 ✓

NOTED
RICK KUEHN

PREPARED BY	DATE 3-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X C. D. Fredrickson	DATE 6-7-84
RECOMMENDED, REGION ENGINEER X	DATE 3-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 6-6-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-3-84	

734-1914 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION Steel Creek Bridge (No. C1103)	REGION 3

STATE HIGHWAY #	HIGHWAY NAME Myrtle Point - Sitkum	MILE POST FROM 22.7 TO 22.8	LENGTH 200 ft.
☐ URBAN ☒ RURAL	CITY Coquille	COUNTY Coos	ROAD/STREET NAME Myrtle Point - Sitkum
ROUTE # 1-C	FEDERAL AID # A396	APPLICANT (IF OTHER THAN STATE) Coos County	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ 16
RIGHT OF WAY		$ 0
ROADWAY	$ 25	
STRUCTURES	$ 104	
SIGNALS	$ 0	
ILLUMINATION	$ 0	
TEMPORARY PROTECTION	$ 20	
Remove Exist Str.	$ Included	
40% ENGINEERING & CONTINGENCIES	$ 50	
TOTAL CONSTRUCTION		$ 199
TOTAL ESTIMATE		$ 215

PROJECT DATA

GRADING (✓)	X
PAVING (✓)	X
STRUCTURES (✓)	X
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	5

RIGHT OF WAY

FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S,A
CONSTRUCTION ENGINEERING (S,C,A)	S,A
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	300	300
YEAR OF AVERAGE DAILY TRAFFIC	1983	-

DEFINE THE PROBLEM

The existing structure is an old log stringer bridge. Due to the normal life expectation of a log stringer bridge it is time to replace this structure.

PROPOSED SOLUTION

Remove existing structure and replace with a new concrete and steel structure.

REQUESTED, REGION ENGINEER X	DATE 3-29-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION Steel Creek Bridge (No. C1103)

REGION 3

PROJECT JUSTIFICATION

Steel Creek Bridge is a log bridge located on a major access road for timber harvest. The log substructure for the present bridge was placed in 1959 and a new deck and handrail were constructed in 1974.

The present structure has deteriorated to such a point that traffic is being reduced to a one way pattern.

This bridge is needed not only for the timber harvest but for access to a large number of residences and to a recreational area.

The proposed bridge will be constructed at or very near the same location as the existing bridge. The current sufficiency rating of this structure is 34.0.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION: Steel Creek Bridge (No. C1103)

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S/C	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	S/C	BORROW SOURCE	N	CORPS OF ENGINEERS	S/A ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S/C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S/A ~~N~~	SECTION 106	N
VICINITY MAP	S/C	RR PROTECTION	N	LOCAL AGREEMENT	S ~~A~~	GEOLOGY AND MINERALS	A	NOISE STUDY	N
SOILS INVESTIGATION	S/C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S/C	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)

UTILITIES: N (LIST BELOW)

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 45 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				0			12	0	12			0				
				0			14	0	14			0				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggr. Base	16"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	70±'	28'	$104,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 6/5/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION
Steel Creek Bridge (C1103)

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS
The bridge design has not been completed, but it is not anticipated that additional right-of-way will be needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN
Replacement of the bridge will allow continued access to the residences, farms, and forest and recreation land in the area. The project is consistent with the Coos County Comprehensive Plan except as explained under historical impacts below.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY
The work proposed is the replacement of a bridge due to deterioration of the existing structure. Safety will be improved. The existing bridge has been rendered to one way traffic and with the new bridge two way traffic will resume. Traffic volume is not anticipated to change.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES
Impacts to Steel Creek will be kept to a minimum.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES
The project is within the vicinity of an historical site inventoried on the Coos County Comprehensive Plan (Abernathy House). The house and the property will be avoided by the project.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES
None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement. An historic property in the vicinity of the project will be avoided. No other potenti for significant impact is anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Rocky R. Luckman	(503) 396-3121	May 4, 1984

734-1912 (7-82)

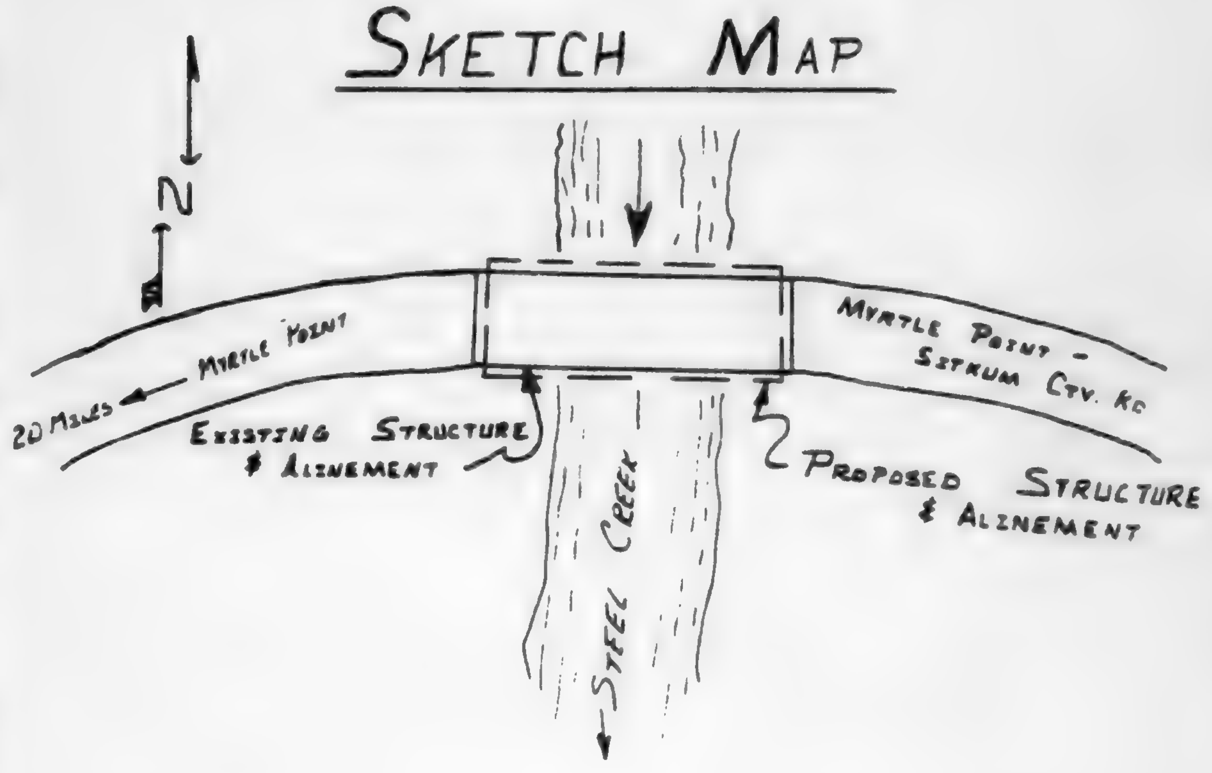
STEEL BRIDGE REPLACEMENT

COOS COUNTY, OREGON

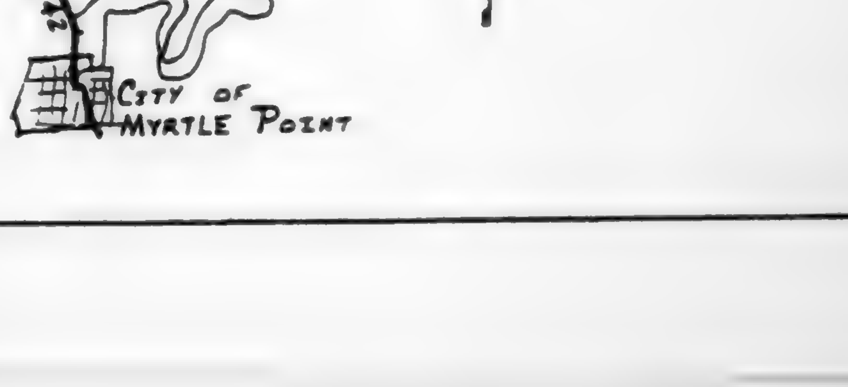
BRIDGE LOCATED ON MYRTLE POINT – SITKUM CTY. RD.

DATE: JAN. 17, 1984 PREP. BY: R.R.L.

SKETCH MAP


N
MYRTLE POINT
20 MILES
EXISTING STRUCTURE & ALINEMENT
MYRTLE POINT - SITKUM CTY. RD
PROPOSED STRUCTURE & ALINEMENT
STEEL CREEK

VICINITY MAP


OREGON STATE HWY. NO. 42
MYRTLE POINT - SITKUM CTY RD
SITKUM
PROPOSED PROJECT
N
CITY OF MYRTLE POINT

10,057

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Jim Gix
Region 3 Engineer

DATE: April 5, 1984

FROM: Wayne Malone
W.F. Cobine
Project Unit Engineer

SUBJECT: Project Prospectus
Coos County Bridge Projects

I am returning the project prospectus for the Evans Creek Bridge (No. 11C25) and Daniels Creek Bridge (No. 11C144), both in Coos County and suggested for HBR funding.

Neither of the projects have a sufficiency rating lower than 50 and therefore are not eligible for HBR funding.

The alternatives are 1) a reinspection may lower the rating and then it can be considered for inclusion into the HBR Program; and 2) construct with county funds.

WFC:bkb
Enc.

cc: Gary A. Potter
Walt Hart
Max Klotz
Mike Shultz

CNA # 8151
5/15/84 Em

PROGRAM SECTION
MANAGER GP PROJECT UNIT
LOC. ASSIST. PROGRAM K✓
REFER TO PCS
FOR Info

NOTED
BOB DORAN

cc: FED AID
LOC
PCS
ENV
BRIDGE

NO ED

81-125-1387

3,057

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION: Steel Creek Bridge (No. C1103) 3-29-84

REGION: 3

STATE HIGHWAY #	HIGHWAY NAME: Myrtle Point - Sitkum		MILE POST: FROM 22.7 TO 22.8	LENGTH: 200 ft.
☐ URBAN ☒ RURAL	CITY: Coquille	COUNTY: Coos	ROAD/STREET NAME: Myrtle Point - Sitkum	
ROUTE #: 1-C	FEDERAL AID #: A396	APPLICANT (IF OTHER THAN STATE): Coos County		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 16	GRADING (✓)	X		FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)	X		ACRES (#)	0
ROADWAY	$ 25		STRUCTURES (✓)	X		RELOCATIONS (#)	0
STRUCTURES	$ 104		SIGNING (✓)			**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 0		SIGNALS (✓)			PRELIMINARY ENGINEERING (S,C,A)	S,[illegible]
ILLUMINATION	$ 0		ILLUMINATION (✓)			CONSTRUCTION ENGINEERING (S,C,A)	S,[illegible]
TEMPORARY PROTECTION	$ 20					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$ 0		ENVIRONMENTAL CLASS (1,2,3)	2		RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 50		DESIGN CATEGORY (1-7)	7		**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 199	WORK TYPE (1-12)	5		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 215					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE: HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	300	300
YEAR OF AVERAGE DAILY TRAFFIC	1983	-

DEFINE THE PROBLEM

The existing structure is an old log stringer bridge. Due to the normal life expectation of a log stringer bridge it is time to replace this structure.

PROPOSED SOLUTION

Remove existing structure and replace with a new concrete and steel structure.

REQUESTED, REGION ENGINEER X	DATE 3-29-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION Steel Creek Bridge (No. C1103)

REGION 3

PROJECT JUSTIFICATION

Steel Creek Bridge is a log bridge located on a major access road for timber harvest. The log substructure for the present bridge was placed in 1959 and a new deck and handrail were constructed in 1974.

The present structure has deteriorated to such a point that traffic is being reduced to a one way pattern.

This bridge is needed not only for the timber harvest but for access to a large number of residences and to a recreational area.

The proposed bridge will be constructed at or very near the same location as the existing bridge. The current sufficiency rating of this structure is 34.0.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS
PART 2 — OJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02461

SECTION
Steel Creek Bridge (No. C1103)

REGION
3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S/C	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	S/C	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S/C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S/C	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	A	NOISE STUDY	N
SOILS INVESTIGATION	S/C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S/C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED
45 MPH

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				0			12	0	12			0				
				0			14	0	14			0				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggr. Base	16"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	70±'	28'	$104,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

10,057

FEDERAL AID PROJECT REQUEST

Date January 11, 1984

Applicant Agency Coos County

Request for: Off-System ____, FAS-C X , FAUS ____ Project HBR-C

Federal Aid Route No. A 396 Route Name Myrtle Point-Sitkum

Project Name Steel Bridge Replacement

Project Length 200±' Project Location (Attach sketch map)

Project Description The bridge is located approximately 11 miles easterly of Myrtle Point, Oregon. It is proposed to remove that existing bridge and construct a new concrete and steel structure at or very near the same location as the existing bridge.

Average Daily Traffic 300 Design Speed 45MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 11' Shoulders 1'

Medians none Parking none

Sidewalks none

Remarks none

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 12' Shoulders 2'

Medians no Parking no

Curbed no Length Curb Radii no

Sidewalk/Bikeway no

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Bridge and Speed Signing

2. Proposed Signalization:

Location where needed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? include in project

4. Permanent Striping:

Include in project or by applicant? include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

n/a

2. Proposed Illumination:

Location n/a

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 11± miles easterly of Myrtle Point, Oregon

Type wooden

Approach Roadway Width 22' Shoulder Width 24'

Length 76' Width 24'

To remain in place? no

2. Proposed Structure:

Location approximately the same location

Approximate Size: Length 70±' Width 28'

Are sidewalk/bikeways desired: no

Are any utilities to be attached to structure? don't know at this time

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? Don't know of any at this time.

Remarks

VI. RAILROAD-DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	COOS COUNTY Office
2.	Environmental	COOS COUNTY Office
3.	Public Hearing	COOS COUNTY Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X [redacted] Consultant [redacted]

2. Project construction engineering to be performed by:

Applicant________ State X Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 25,000
Right-of-way costs (if participating)	0
Traffic control	20,000
Illumination	0
Structures	104,000
Railroad	0
Other Engineer & Cont.	50,000
Preliminary engineering	16,000
PROJECT TOTAL	$ 215,000

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or COOS COUNTY

By________ By Robert Emmett

By________ By Jack W. Beebe

By Joe Stevenson

(1976)

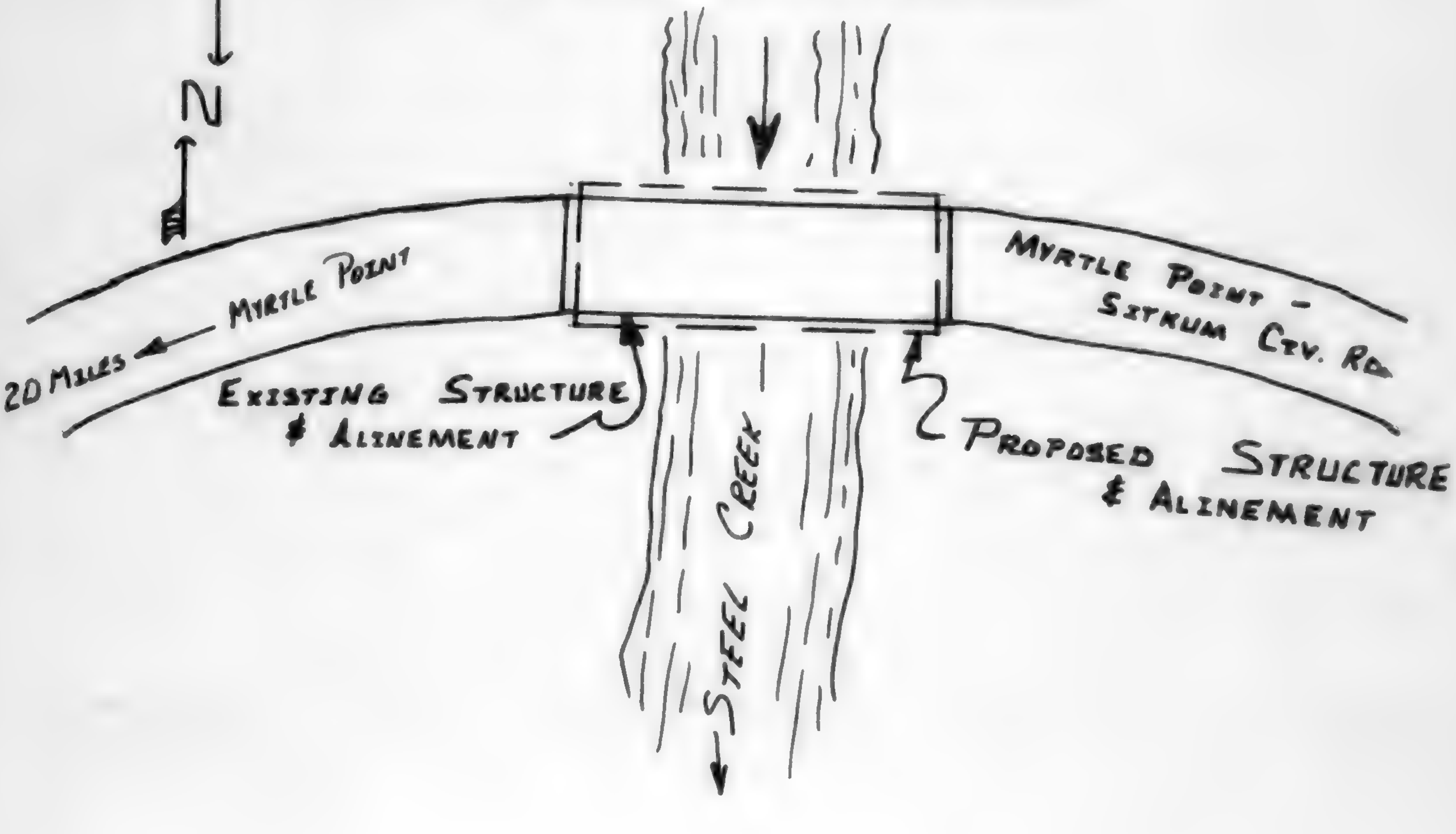
STEEL BRIDGE REPLACEMENT

COOS COUNTY, OREGON

BRIDGE LOCATED ON MYRTLE POINT – SITKUM CTY. RD.

DATE: JAN. 17, 1984 PREP. BY: R.R.L.

SKETCH MAP


N
MYRTLE POINT
20 MILES
EXISTING STRUCTURE & ALINEMENT
MYRTLE POINT – SITKUM CTY. RD.
PROPOSED STRUCTURE & ALINEMENT
STEEL CREEK

VICINITY MAP

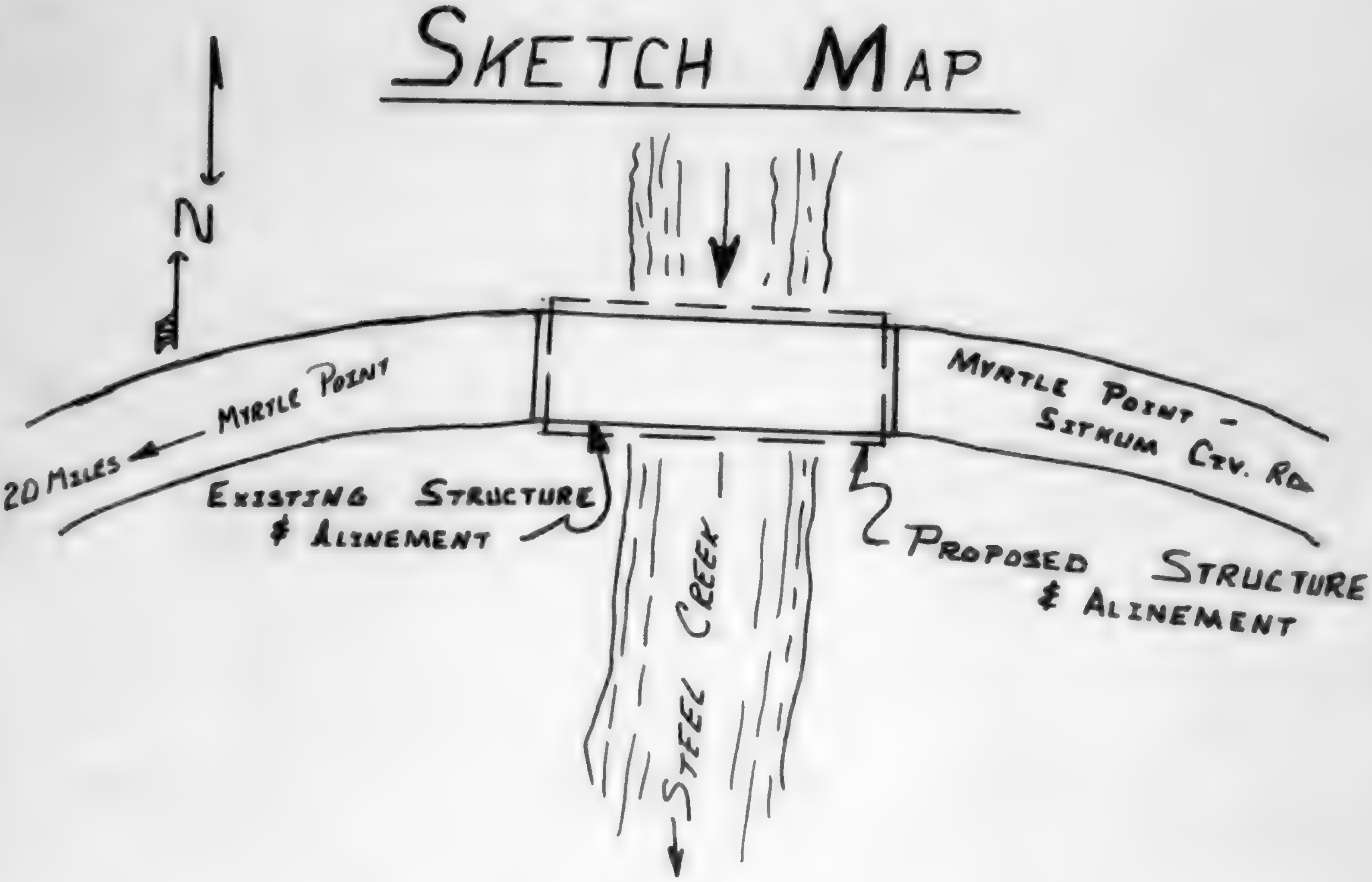
CTY. RD.
SITKUM
MYRTLE POINT – SITKUM
PROPOSED PROJECT
STATE
OREG

COOS COUNTY, OREGON

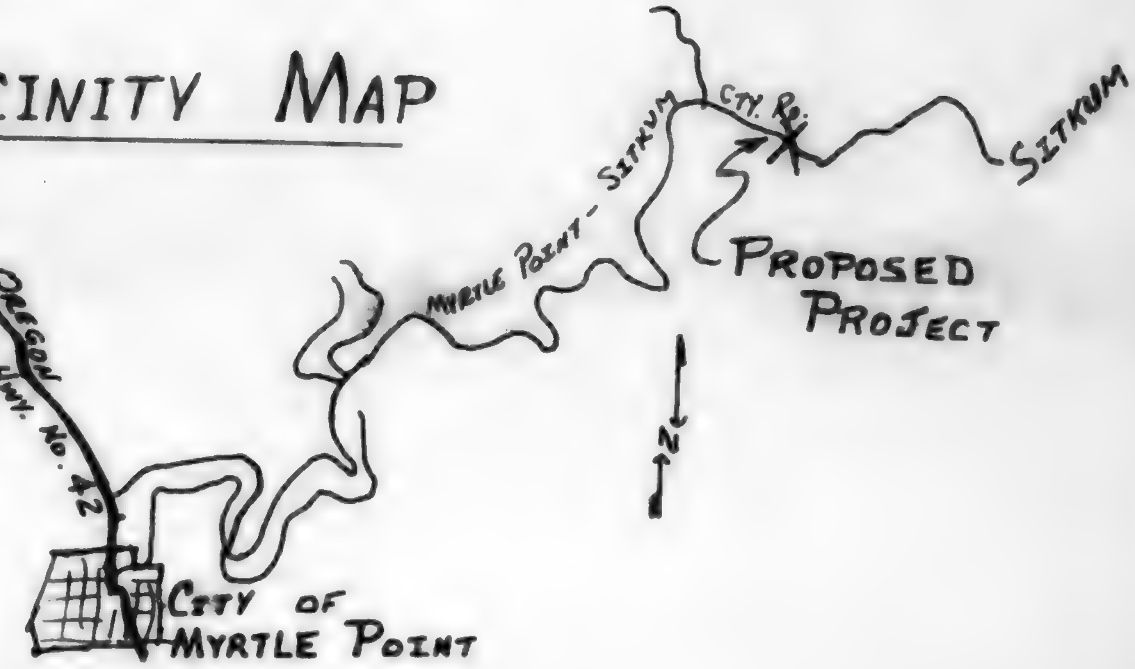
BRIDGE LOCATED ON MYRTLE POINT - SITKUM CTY. RD.

DATE: JAN. 17, 1984 PREP. BY: R.R.L.

SKETCH MAP


N
MYRTLE POINT
20 MILES
EXISTING STRUCTURE & ALINEMENT
STEEL CREEK
MYRTLE POINT - SITKUM CTY. RD.
PROPOSED STRUCTURE & ALINEMENT

VICINITY MAP


OREGON STATE HWY. NO. 42
MYRTLE POINT - SITKUM CTY. RD.
SITKUM
PROPOSED PROJECT
N
CITY OF MYRTLE POINT

1985 Redmond Reroute Section, 10,058
Ochoco Hwy. in Deschutes County.
(Gr.,pav.,sign., & signals)

ORIGINAL RECORDS

DO NOT REMOVE

FROM TRANSPORTATION BUILDING

The Oregon Department of Transportation

731-6274 (2-88)

1985 Redmond Reroute Section, 10,05
Ochoco Hwy. in Deschutes County.
(Gr.,pav.,sign., & signals)

C&A 8005 12-29-83
1-23-85

OFFICE DATA - OREGON FEDERAL-AID PROJECTS
OREGON STATE HIGHWAY DIVISION

Item No. 40104

10,058

Project No. F-88-1(6)

Project Redmond Reroute Highway Ochoco County

Type of Work Gr., Dr. & H-T Pave Traf. Sig. Length-Rdy. Brs. Total

PR-1 Estimate - Date Submitted 3-21-85 Amount 450,000 Government 396,675 State 53,325 Co. City – –

PA Estimate - Date Submitted 7-23-85 Amount 527064 Government 487148 State 19958 Co. City 19958

Rev PA Estimate - Date Submitted 4-7-87 Amount 551807 Government 510447 State 20680 Co. City 20680

" " Estimate - Date Submitted 10-8-87 Amount 561274 Government 518853 State 2121050 Co. City 2121050

Estimate - Date Submitted Amount Government State Co. City

Estimate - Date Submitted Amount Government State Co. City

Preliminary Engineering Phase I Phase II Rights of Way Construction Other

Project Agreement - Amount 296,922 (010) 190,226 (A14) Date 7-26-85 State Contract No. 10,058 P.P.R. Copy 8-16-85

Modified Agreement - Amount 307,666 (010) 202,781 (A14) Date 4-17-87 State Contract No. P.P.R. Copy

Modified Agreement - Amount 315556 (010) 203297 (A14) Date 10-13-87

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Modified Agreement - Amount Date

1-8-91

Pro-rata F-88.15% FG-100% Group 1 Group 2 Group 3 Group 8 Group 9

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 9-1930	Prefix C10058	Prefix	Prefix
Final	11-30-90	0.00	574,520.46	1-8-91				
	Total							

FORM 734-3144 (Rev. 11-78)

10,057

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY [illegible], 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-5-90

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 06 05 85
TO 01 06 88

FEDERAL AID PROJECT NO.
F FG 88 1 (6)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
202,145.59	201,603.46	100%	201,603.43	201,603.43	0
358,950.75	354,755.57	8815	312,717.03	312717.03	0
651,096.34	556,359.03	—	514,320.46	514,320.46	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
12/3/90

SIGNATURE OF AUTHORIZED OFFICIAL
Robert Wenke
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

REDMOND REROUTS SECTION
OCHOCO HIGHWAY
DESCHUTES COUNTY

CONSTRUCTION

TYPE CODE I000
ROADWORK (010)

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$298,760.74
SFO 1 SIGNS	ALL REQUIRED	687.18
SFO 2 PAVEMENT STRIPING	ALL REQUIRED	2,038.46
SFO 8 ROW MONUMENTATION	ALL REQUIRED	13,779.11
EVAN 7 ASSOCIATES		
TOTAL CONSTRUCTION IOOO		$315,265.49

TYPE CODE Y031
TRAFFIC SIGNALS (A14)

FINAL CONTRACT SUMMARY	LUMP SUM	158,132.87
SFO 3 SIGNAL CONTROLLER TEST	ALL REQUIRED	8,452.75
SFO 4 PROM AND PROGRAM	ALL REQUIRED	4,100.00
SFO 7 REPALCE SIGNAL HEADS	ALL REQUIRED	1,735.23
TOTAL CONSTRUCTION Y031		172,420.85
TOTAL CONSTRUCTION		487, 686.34

CONSTRUCTION ENGINEERING

STATE (A14)	ALL REQUIRED	$29,232.61
LIQUIDATED DAMAGES (010)	LUMP SUM	(4,950.00)
STATE (010)	ALL REQUIRED	44,390.08
TOTAL PARTICIPATING CONSTRUCTION ENGINEERING		$68,672.69
TOTAL PARTICIPATING PROJECT COST		$556,359.03

NON-PARTICIPATING PROJECT COST

CONSTRUCTION ENGINEERING 010	ALL REQUIRED	$21.59
CONSTRUCTION ENGINEERING A14	ALL REQUIRED	526.12
FINAL CONTRACT PAYMENT 010	LUMP SUM	3,064.00
SFO 2 STRIPING A14	ALL REQUIRED	16.01

INTEREST ON FINAL PAYMENTS	010	ALL REQUIRED	1,109.59
TOTAL NONPARTICIPATING COST			4,737.31
TOTAL PROJECT COSTS			$651,096.34

F FG 88 A (6)

10, [illegible]

jc

U. S. DEPARTMENT OF TRANSPORT .ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FG-88-1(6)

2. STATE PROJECT NO.

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

12 - 2[illegible]

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 19, 1987

8. FEDERAL ROUTE NUMBER FAP 88

9. STATE ROUTE NUMBER 41

10. GENERAL LOCATION:

Redmond reroute

11. GENERAL DESCRIPTION OF WORK

Reestablish the Right-of-Way monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/19/87 as requested in Mr. Fredrickson's letter of 11/5/87 as being cost effective for the use of David Evans and Associates forces to proceed with the above work.

State Force Order No. 8 Sup. is approved to a TEC of $10,000; Federal Funds $8,815.

RECEIVED
STATE HWY ENGR
DEC 23 '87
REFER TO Gilmour
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 12/21/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,058

011

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name)
DAVID EVANS AND ASSOCIATES

("SFO") ORDER NO.
#8 Supplemental

PROJECT NAME (SECTION)
REDMOND REROUTE 10-23-87.

CONTRACT NO.
10058

HIGHWAY
OCHOCO

COUNTY
DESCHUTES

~~ACTIVITY OR~~ OBJECT DETAIL CODE
983 ~~F FG 88 1 (6)~~

F.A. PROJECT NO.
F-FG-88-1(6)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Re-establish the Right-of-Way on Hwy. 4 (The Dalles-Cal.) beginning at Highland Ave. (Sisters to Redmond Hwy.) Hwy. 4 m.p. 121.5. Survey will extend south approximately 0.25 miles. Right-of-Way will be established for N.B., S.B., and the separating island. R/W will be documented and monumented.

ESTIMATE OF QUANTITIES AND COSTS:

	Revised Estimate	Original
Labor	$11,000.00	
Equipment	2,400.00	4,000.00
Materials	600.00	
TOTAL:	$14,000.00	$4,000.00

Effective date of authorization for work 10/19/87

EXPLANATION:

This work will be performed by a consultant, David Evans and Associates, who are currently under a consultant services contract. The consultant will monument and file all required documents with the State and the County.

SUBMITTED BY
DATE 18 oct 87
TITLE

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION
DATE 10-19-87

APPROVAL RECOMMENDED BY
DATE
TITLE

NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC
DATE OCT 23 1987

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate

10,058

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-80-81	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Deschutes
MODIFICATION NUMBER 2	10-13-87	Project Number F-FG-88-1(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 551,807.00	$ 561,274.00	
Federal funds	$ 307,666.00	$ 315,556.00	(010)
	202,781.00	203,297.00	(A14)
Other revisions			

This modification is made for the following reasons: To include increases in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13TH day of OCT, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

XXX For: Larry Eulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 8, 1987

FEDERAL AID PROJECT NO. F-FG-88-1(6)

REDMOND REROUTE SECTION
OCHOCO HIGHWAY
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. "C" 10+25 TO STA. "C" 22+68)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	SF	$ 5.00	564	$ 2,820.00	633	$ 3,165.00
Furnishing & Placing Topsoil	CY	10.00	86	860.00	119	1,190.00
8-inch Sewer Pipe	LF	30.00	32	960.00	38	1,140.00
Extra for Asphalt Approaches	EA	10.00	9	1,800.00	13	2,600.00
Sod Lawn	SY	2.00	400	800.00	583	1,166.00
12-inch Sewer Pipe PA #1	LF	33.00	---	---	65	2,145.00
8-inch Sewer Pipe PA #1b	LF	30.00	---	---	42	1,260.00
Type G-1 Inlet PA #1	C/M	900.00	---		1	900.00
				$7,240.00		$13,566.00

Increase	$ 7,240.00
Subtotal from previous estimate of 4-7-87	302,640.50
Subtotal	$ 309,980.50
Engineering	46,496.50
Total	$ 356,477.00

TYPE CODE Y031
TRAFFIC SIGNAL (5 LOCATIONS)(G. FUNDING)

Subtotal from previous estimate of April 7, 1987	$ 176,780.63
Engineering	26,516.37
Total	$ 203,297.00

Retain in Reserve

City of Redmond (Water)	All Required	$	1,500.00

SUMMARY OF FUNDS

Description	Grp	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	1	88.15%	$ 356,477.00	$ 314,234.00	$ 21,121.50	$ 21,121.50
Signal	2	100%	203,297.00	203,297.00	---	---
SUBTOTAL			$ 559,774.00	$ 517,531.00	$ 21,121.50	$ 21,121.50
Reserve			1,500.00	1,322.00	89.00	89.00
Total			$ 561,274.00	$ 518,853.00	$ 21,210.50	$ 21,210.50

Goup 1: 60%; Group 2: 40%
Contract No. 10,058
Prefix: 9-1930
C10058
Appn Code: 010 & A14

Nonparticipating Items (City)

Concrete Walks	SY	120	16.00	$ 1,920.00
State Responsibiltiy for Damages			All Required	700.00
				$ 2,620.00

RLC:bkw

10,058

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-146-147 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-17-87	State Oregon County Deschutes Project Number F-FG-88-1(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 26 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 527,064.00	$ 551,807.00
Federal funds	$ 296,922.00 190,226.00	$ 307,666.00 (010) 202,781.00 (A14)
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR , 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon   April 7, 1987

Federal-Aid Project No. F-FG-88-1(6)

Redmond Reroute Section
Ochoco Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "C" 10+25 to Sta. "C" 22+68)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 10.00	400	$ 4,000.00	714	$ 7,140.00
1"-0 Aggregate Base	8.00	2,100	16,800.00	2,606	20,848.00
			$20,800.00		$27,988.00

Increase	$ 7,188.00
Subtotal from Estimate of Previous July 23, 1985	295,452.50
Subtotal	$302,640.50
Engineering	44,885.50
Total	$347,526.00

Type Code Y031
Traffic Signal (5 locations)(G. Funding)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Evergreen Power Conn. (PA #4)	$ ---	---	$ ---	---	$ 2,830.63
Replace Exist. Ped. Signal Heads (SFO #7)	---	---	---	---	6,350.00
			---		$ 9,180.63

Increase	$ 9,180.63
Subtotal from Estimate of Previous July 23, 1985	167,600.00
Subtotal	$176,780.63
Engineering	26,000.34
Total	$202,781.00

Retain in Reserve

City of Redmond (Water)	All Required	$ 1,500.00

SUMMARY OF FUNDS

Description	Grp	Pro-Rata	Total Cost	Federal Funds	State Funds	City Funds
Roadway	1	88.15%	$347,526.00	$306,344.00	$20,591.00	$20,591.00
Signal	2	100%	202,781.00	202,781.00	---	---
SUBTOTAL			$550,307.00	$509,125.00	$20,591.00	$20,591.00
Reserve	1	88.15%	1,500.00	1,322.00	89.00	89.00
TOTAL			$551,807.00	$510,447.00	$20,680.00	$20,680.00

Group 1 = 60%; Group 2 = 40%
Contract No. 10,058
Prefix: 9-1930
C10058
Appn Code: 010 & A14

Nonparticipating Items (City)

Concrete Walks	Sq. Yd.	120	16.00	$1,920.00
State Responsibility for Damages			All Required	700.00
				$2,620.00

RLC:me

TO BE COMPLETED BY FHWA 10,058 7-132	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-26-85	STATE **Oregon** COUNTY **Deschutes** PROJECT NO. **F-FG-88-1(6)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 126 Redmond Reroute Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-85	0.235
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 530,240.79	296,922.00 010 $ 190,226.00 A14

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUL 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

Oregon State Highway Division
Salem, Oregon July 23, 1985

Federal Aid Project No. F-FG-88-1(6)

Redmond Reroute Section
Ochoco Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "C" 10 + 25 to Sta. "C" 22 + 68)

Mobilization	Lump Sum	All	Lump Sum	$ 45,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	10,000.00
Temporary Signs	Sq. Ft.	564	5.00	2,820.00
Temporary Barricades	Each	10	100.00	1,000.00
Temporary Plastic Safety Markers	Each	30	50.00	1,500.00
Flaggers	Hour	400	10.00	4,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	20,000.00
General Excavation	Cu. Yd.	1,346	8.00	10,768.00
Finishing and Placing Topsoil	Cu. Yd.	86	10.00	860.00
1"-0 Aggregate Base	Ton	2,100	8.00	16,800.00
Class "C" Asphalt Concrete	Ton	2,850	34.00	96,900.00
8-Inch Sewer Pipe	Lin. Ft.	32	30.00	960.00
Concrete Inlets, Type CG-1	Each	2	1,000.00	2,000.00
Special Inlet and Drainwell Manhole	Each	1	1,500.00	1,500.00
8-inch Drainwell, 100 Ft. Deep	Each	1	1,200.00	1,200.00
8-inch Drainwells, Below 100 Ft. Depth	Lin. Ft.	100	12.00	1,200.00
8-inch Steel Well Casing	Lin. Ft.	100	10.00	1,000.00
Guardrail, Type 2A	Lin. Ft.	1,751	12.00	21,012.00
Guardrail Anchors, Type 1	Each	4	400.00	1,600.00
Guardrail Anchors, Type 1 Modified	Each	5	350.00	1,750.00
Rail End Pieces, Type B	Each	2	100.00	200.00
Rail End Pieces, Type C	Each	4	125.00	500.00
Bridge Connections	Each	1	400.00	400.00
Concrete Driveways	Sq. Yd.	70	22.00	1,540.00
Concrete Curbs, Type A	Lin. Ft.	1,750	4.60	8,050.00
Concrete Curbs, Type C	Lin. Ft.	1,210	3.55	4,295.50
Extra for Asphalt Approaches	Each	9	200.00	1,800.00

Extra for Asphalt Walks	Sq. Yd.	800	10.00	8,000.00
Adjusting Manholes	Each	3	300.00	900.00
Adjusting Boxes	Each	6	200.00	1,200.00
Sod Lawn	Sq. Yd.	400	2.00	800.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	4,000.00
Wood Sign Posts	Lump Sum	All	Lump Sum	2,800.00
Type "C" and "D" Signs in Place	Sq. Ft.	38	14.00	532.00
Type "EE" Signs in Place	Sq. Ft.	65	14.00	910.00
Type "G" Signs in Place	Sq. Ft.	25	17.00	425.00
Type "I" Signs in Place	Sq. Ft.	18	15.00	270.00
Type "T" Signs in Place	Sq. Ft.	3	20.00	60.00
Type "U" Signs in Place	Sq. Ft.	360	20.00	7,200.00
				$ 285,752.50

Anticipated Items

Permanenet Pavement Striping	All Required			$ 7,300.00
Temporary Pavement Striping	All Required			1,400.00
Temporary Erosion Control	All Required			500.00
Bikeway Striping and Legend	All Required			500.00
				$ 9,700.00
			Subtotal	$ 295,452.50
			Engineering	39,885.50
			Total	$ 335,338.00

Type Code Y031
Traffic Signal (5 Locations)(G. Funding)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 125,000.00
Model 170, Controller Equipment, Complete	Lump Sum	All	Lump Sum	30,000.00
				$ 155,000.00

Anticipated Items

State Furnished Prom & Program	All Required			$ 3,500.00
Signal Controller Testing and Turn-on	All Required			9,100.00
				$ 12,600.00
			Subtotal	$ 167,600.00
			Engineering	22,626.00
			Total	$ 190,226.00

Length of Project	0.235 mile

Retain in Reserve

City of Redmonds (Water)	All Required	$	1,500.00

SUMMARY OF FUNDS

Description	Grp	Pro-Rata	Total Cost	Federal Fund	State Funds	City Funds
Roadway	1	88.15%	$ 335,338.00	$ 295,600.00	$ 19,869.00	$ 19,869.00
Signal	2	100%	190,226.00	190,226.00	---	---
Subtotal			$ 525,564.00	$ 485,826.00	$ 19,869.00	$ 19,869.00
Reserve	1	88.15%	1,500.00	1,322.00	89.00	89.00
Total			$ 527,064.00	$ 487,148.00	$ 19,958.00	$ 19,958.00

Group 1 60% Group 2 40%
Contract No. 10058
Prefix: 9-1930
C10058

CPL:RLC:bkb

Nonparticipating Items (City)

Concrete Walks	Sq. Yd.	120	16.00	$	1,920.00
State Responsibility for Damages			All Required		700.00
				$	2,620.00

10,058

August 6, 1987

CON 5 - #10,058

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On July 22, 1987, we wrote to you concerning release of final payment on Contract No. 10,058 awarded to R. L. Coats for work on the Redmond Reroute Section of the Ochoco Highway in Deschutes County.

Final payment on this contract is $1,000.00 and the total contract amount is $455,007.61 including $8,582.72 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,058

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10058

TO: Commission Services **DATE:** July 20, 1987

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10058 , On Site Work Substantially Completed April 7, 1986

All Work Completed June 11, 1986

Project Redmond Reroute

Highway Ochoco

County Deschutes

Type of Work Grading, Paving, Signing and Signals

Contractor R. L. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-22-87 - Surety letter written.

RECEIVED
JUL 21 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,058

011

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) David Evans and Associates		FUNCTION NO. 983 / — ("SFO") ORDER NO. #8(Supplemental)
PROJECT NAME (SECTION) Redmond Reroute 4-17-87		CONTRACT NO. 10058
HIGHWAY Ochoco	COUNTY Deschutes	PREFIX C10058
		F.A. PROJECT NO. F-FG-88-1(6)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Re-establish the Right-of-Way on Hwy. 4 (The Dalles-Cal.) beginning at Highland Ave. (Sisters to Redmond Hwy.) Hwy 4 m.p. 121.5. Survey will extend south approximately 0.25 miles. Right-of-Way will be established for N.B., S.B. and the separating island. R/W will be documented and monumented.

ESTIMATE OF QUANTITIES AND COSTS:

	Revised Estimate	Original
Labor	= $8,000.00	4,000.00
Equipment	= 1,500.00	
Materials	= 500.00	
Total	= $10,000.00	$4,000.00

Effective date of authorization for work 10/23/86

EXPLANATION:

This work will be performed by a consultant, David Evans and Associates, who are currently under a consultant services contract. Consultant will monument and file all required documents with State and County.

SUBMITTED BY Jerry Thackery Jerry C. Thackery TITLE Project Manager DATE 6 Apr 87	~~APPROVAL RECOMMENDED OR~~ APPROVED BY REGION DATE 4-10-87
APPROVAL RECOMMENDED BY DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE APR 14 1987

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

977

-10,058

011

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) David Evans and Associates	("SFO") ORDER NO. EF #8
PROJECT NAME (SECTION) Redmond Reroute 10-23-6	CONTRACT NO. 10058
HIGHWAY Ochoco — COUNTY Deschutes	ACTIVITY OR OBJECT DETAIL CODE 983
	F.A. PROJECT NO. F-FG-88-1(6)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Re-establish the Right of Way on Hwy 4 (The Dalles-Cal.) beginning at Highland Ave. (Sisters to Redmond Hwy.) Hwy 4 m.p. 121.5. Survey will extend south approximately 0.25 miles. Right of Way will be re-established for N.B., S.B. and the separting island. R/W will be documented and monumented.

ESTIMATE OF QUANTITIES AND COSTS:

Labor -

Equipment - Totals = $4,000.00

Materials -

Effective date of authorization for work 10/23/86

EXPLANATION:

This work will be performed by a consultant, David Evans and Associates , who are currently under a consultant services contract. Consultant will monument and file all required documents with State and County.

SUBMITTED BY — DATE 17 Oct 86 TITLE Project Manager	APPROVAL RECOMMENDED OR ~~APPROVED BY REGION~~ — DATE 10-17-86
APPROVAL RECOMMENDED BY — DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC — DATE OCT 23 1986

CONTRACT PROJECTS — [✓]
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

919

734-1106 (Rev. 8-85)

053 AGR 3

August 21, 1986

AGR 3

Toni Buettner, City Recorder
City of Redmond
City Hall
Redmond, OR 97756

Attached for your records is a copy of "Abandonment Resolution No. 619," adopted by the Oregon Transportation Commission on August 21, 1986, abandoning the Redmond Reroute Section of the Ochoco Highway in Deschutes County.

Please bring this to the attention of the Mayor.

George Bell
Assistant Director

fkn
Attachment

cc: Robert Riggs, Mayor
City of Redmond
City Hall
Redmond, OR 97756

bc: Don Harwell

[illegible]

DATE: August 11, 1986

PRO

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Abandonment Resolution
Redmond Reroute Section
Ochoco Highway No. 141
City of Redmond

A resolution to remove a short segment of former alignment of the Ochoco Highway, State Primary Highway No. 41, in the city of Redmond from the State highway system will be on the consent calendar for your consideration at the August 21 meeting.

The State and City of Redmond entered into an agreement on December 23, 1983 relating to the transfer from State to City that portion of Evergreen Avenue between 6th Street and Canal Boulevard upon completion and opening to traffic the Redmond Reroute Section of the Ochoco Highway. This resolution formalizes the transfer to the City and completes the State's obligations.

Your adoption of this resolution is recommended.

cc: Fred D. Miller
Fran Neavoll
George Bell
J. B. Boyd
D. O. Christensen
G. A. Potter
C. O. Fredrickson
D. L. Trout
Jim Dixon
Dale Allen
Harold Brainerd
Tom Eiguren

10,058

n

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE Y REPORT FOR CONSTRUCTION JECTS

PROJECT NAME (SECTION) REDMOND REROUTE		WEEK ENDING JUNE 20, 1986
		CONTRACT NO 10058
HIGHWAY OCHOCO	COUNTY DESCHUTES	F.A. PROJECT NO. F-FG-88-1(6)
CONTRACTOR R.L. COATS	KIND OF WORK GRADING PAVING SIGNAL SIGNS	DATE OF AWARD 7-18-85

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 488,194.00	AUTHORIZATION	$ 42,045.00	FIRST NOTIFICATION DATE 8-12-85
		COST THIS WEEK	$ 0.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 452,452.00	TOTAL TO DATE	$ 42,100.00	MAY 86
				SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT XXXXN/UNDERRUN	-7.3%	PERCENT OF AUTHORIZATION	100 %	4-7-86

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	10/20/85	0	0	0	NO
B	02/28/86	0	0	0	NO
	/ /	0	0	0	
	/ /	0	0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
JULY 86

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	SIGNS
ORIG. CONTRACT QUANTITIES	1,346 CY	2,100 TN	2,850 TN			
EST. CORRECTED QUANTITIES	1,346 CY	2,100 TN	2,850 TN			
EST. PERFORMED TO DATE	1,346 CY	2,100 TN	2,850 TN			
PERCENT PERFORMED TO DATE	100	100	100	100 ~~95~~	0	~~95~~ 100

ACTIVITIES THIS WEEK:

NO ACTIVITY AT THIS TIME.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

NO WORK ANTICIPATED AS OF YET.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-final transmitted to Region 18 June 86

F

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,058

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
10058

DATE: May 7, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-FG-88-1(6)

Contract 10058, Work Completed 4-7-86

Project Redmond Reroute

Highway Ochoco

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 16, 1986

RECEIVED
STATE HWY ENGR
MAY 29 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Christianson
Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

CPC/FL4

RECEIVED
MAY 13 1986
OREGON DIVISION

734-2023 (2-85)

10,058

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

4-22-86

021 ✓

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. 144 — ("SFO") ORDER NO. #7
PROJECT NAME (SECTION) Redmond Reroute		CONTRACT NO. 10058
HIGHWAY Ochoco	COUNTY Deschutes	PREFIX C10058
		F.A. PROJECT NO. F-FG-88-1(6)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Replace 32 existing pedestrian signal heads with 16 of the new style dual-purpose heads.

ESTIMATE OF QUANTITIES AND COSTS:

Labor	- 2 Electricians - 8hrs. ea.	=		$400.00
Material	- Heads -	=	$4,750.00	
	Mounts -	=	1,100.00	= $5,850.00
Equipment -		=		100.00
			Total =	$6,350.00

tive date of authorization for work 4-15-86
ABC

EXPLANATION:

All work shall be performed in accordance with Standard Specifications for Highway Construction (1984) and applicable electrical codes and stahdards.

SUBMITTED BY Jerry C. Thackery DATE 15 APR 86 TITLE Project Manager	APPROVAL RECOMMENDED OR APPROVED BY REGION DATE 4-18-86
APPROVAL RECOMMENDED BY DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE 4-22-86

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

816

734-1106 (Rev. 7-84)

N

HIGHWAY - TRAFFIC TRA

John E. Holcomb
Region 4 Traffic Supervisor/Planner

January 27, 1986

L. E. George
Traffic Engineer

Curb Radius Design Change
~~5th Street at~~ Highland Avenue (Highway 4, M.P. 121.51N)
Redmond Reroute Section
Deschutes County
Contract No. 10,058

Your report of January 13, concerning the restricted truck turning radius at the subject location has been reviewed by this office. After discussions with Rick Kuehn and Steve Macnab it has been concluded that a change in the curb radius is warranted. In addition to the revisions noted in your narrative, please ensure that adequate clearance is provided between turning vehicles and pedestrian and vehicle heads located on Pole No. 10 (T.E. Drwg. No. 8885.)

Revisions to the stop location for eastbound Highland Avenue and crosswalk length shown on the plans as "Ped 2" were studied as to their impact on the proposed signal operation. During coordinated operation of the signals, eastbound storage does not appear to be critical. A longer crosswalk will necessitate an increase in pedestrian clearance time and cycle length. These values without the proposed modification were 13 and 66 seconds respectively. We expect that only minor increases in these times will be required. The "worst case" scenario would occur under peak period traffic (3 to 4 p.m.) in the absence of coordinated operation. The average eastbound vehicle arrival rate was calculated at six vehicles per cycle requiring 150 feet minimum or 200 feet desirable storage. It would appear that the revisions may reduce the available storage to approximately 130 feet.

Thank you for bringing this to our attention.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RMW:lp

cc: [redacted]
Steve Macnab
Jerry Thackery

NOTED
HENRY J. DAYTON

REFERRED TO
Mann Ouno Henry
[✓ Dayton] Eriksen Gettis
Baker Anderson
King Bedford Leu
Return Discuss [✓ To File] Due
By FINAL DESIGN ENGINEER

RECEIVED
JAN 27 1986
ROAD DESIGN SECTION

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#13.8 1-15-86

[illegible] - Draft reply ✓
Due 1/22/86 LEG

STATE OF OREGON

INTEROFFICE MEMO

Jerry

COPY FOR YOUR INFORMATION

TO: L. E. George
Traffic Engineer

DATE: January 13, 1986

Evergreen Ave. - Highland Ave.

FROM: John E. Holcomb
Region Traffic Supervisor

SUBJECT: Design Situation
5th St. at Highland Ave. Intersection
Redmond Reroute Section
Deschutes County

RECEIVED
JAN 23 1986
ROAD DESIGN SECTION

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NOTED
L E GEORGE

Attached is my report of field tests made for truck turns, south to west, at the subject intersection. The new curb is in place, and detector loops have been installed for the west approach.

The tests were conducted by our Weighmaster Section, Bruce Ward, Weighmaster Supervisor, in Bend.

All indications are that the design for this intersection is not correct. However, I know there are extenuating circumstances. These relate to the Traffic Signal design, storage, and clearance times. Past inquiries by me as well as Jerry Thackery would tend to indicate the design is correct and cannot be changed. Please take this into consideration and advise us if such is the case. This intersection is part of Route Map No. 7. Bruce Ward indicated that the truck used for this test is one of the worst for turning. If this truck can be accommodated, those other vehicles approved for long loads will probably be able to negotiate the curve also. We had intended to use a set of Washington Doubles also, but the test vehicle was not available at the time.

Steve Macnab stated this design change may have to be discussed with the Design Section also. If this is more their problem than yours, I would appreciate your passing it on to whoever can approve or disapprove the change.

If the change is to be disapproved, we will have to come up with a suitable alternative, or Truck Route Sign Plan.

JEH:br

CC: Jerry Thackery

REFERRED TO
Mann Cuno Henry
[✓ Dayton] Eriksen Gettis
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

NOTED
KERRY J. DAYTON

RECEIVED
JAN 14 1986
TRAFFIC ENGINEERING

81-125-1387

REGION TRAFFIC SUPERVISOR'S REPORT
5th St. at Highland Ave. Intersection
Redmond Reroute Section
The Dalles--California and McKenzie Highways
January 8, 1986

Recommendation:

Revise curb return for the southwest quadrant. Relocate eastbound stop bar and vehicle detection loops.

History:

Because of the number of inquiries concerning the south to west truck turning movement at this intersection, I asked Senior Weighmaster Bruce Ward to run a truck turning test.

Investigation:

A chip hauling truck was obtained from Bar Seven A Trucking, Inc., 407 SW Sisters Ave., Redmond, 97756. Beginning at about 10 a.m., Wednesday, January 8, 1986, tests were run on the south to west movement. The tractor used in the test was Bar Seven's truck No. 14. This is a Mack Semi Tractor with a wheelbase of 23 feet. The trailer used is a 48 foot chip hauler. The overall tractor/trailer wheel base was 55'3". The overall combined length of both vehicles was 63 feet. The truck driver was Chris Skidgel, co-owner of the company.

The test consisted of coming off the left hand northbound lane of 5th Street. The driver was then instructed to run his right wheels as close as he could to the northbound lane line and turn left into the westbound lanes of Highland Ave., without allowing the trailer wheels to climb the southwest curb. (See pictures 5, 6, 7, 8.)

This particular semi tractor has a very poor turning radius on the front wheels, and the tractor ran straight into the northerly curb of Highland Ave. (All tests were run in low gear at very slow speeds.)

The driver was then asked to back the truck and begin again. The only restriction on the second test was that he could not cut the end of the west approach stop bar. (Theoretically, there would be a vehicle stopped at that location, and he could not run into it.)

The results of this second test were little improved from the first, and the tractor was still unable to clear the northerly curb. The rear left trailer wheels climbed over the southwest curb return. (See pictures 9, 10, and 11.)

The driver then backed off to begin the third attempt. On this try, he was instructed not to run over the signal pole base on the southwest corner.

This time, the tractor was able to negotiate the turn by running his right front wheel over the northerly curb about one foot. Both sets of trailer wheels (left and right) climbed over the curb return, and crossed the eastbound stop bar. (See pictures 12 through 17.) ✓

The rear left trailer wheels cleared the signal pole base within three feet.

Narrative:

The storage area between 6th and 5th on Highland is critical to the operation of and design of the traffic signal timing. It is my understanding that this was the overriding consideration for designing the curb and stop bar locations. However, when construction had progressed to the curb installations several of our own people began to question the ability of trucks to make the south to west left turn.

After the paving of Highland Ave was completed, Jon Heacock of Thackery's crew, and I swung a 55 foot radius so we could install the west approach stop bar and vehicle detector loops.

The 55 radius ran from a tangent point 8 feet left of the 5th St. lane line to a tangent point 8 feet left of the Highland Ave's northerly curb. This radius cleared the southwest curb return.

Because of the persistence of inquiries about the ability of trucks to make this movement, I asked Senior Weighmaster Bruce Ward to conduct this test.

The critical nature of this movement is further emphasized because it is included as part of the State's Route Map 7, and is cleared for use by the longload trucks.

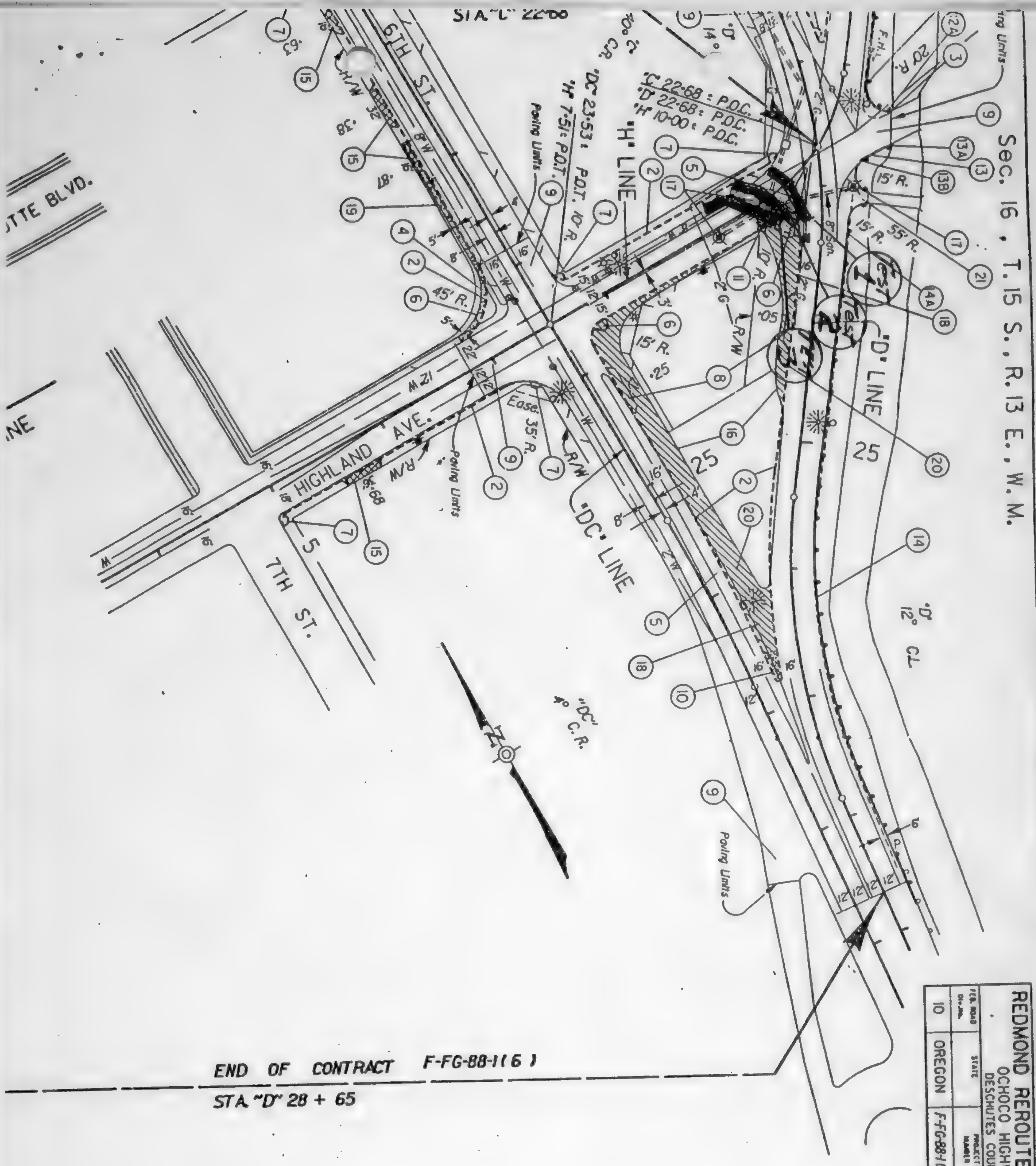
These tests indicate the design will not work unless the left turning vehicle begins his turn from the right lane. Such a test was not attempted as part of this series.

It should be understood that the semi-tractor used on this test is known for having poor turning capabilities, and is probably a "worse case" vehicle. Nevertheless, Bar Seven's yard is located just southerly of this location, and they have several of these trucks that will be making this movement. It appears the problem can be corrected by altering the curb return, relocating the west approach stop bar, and recutting the eastbound detector loops.

This should be given close scrutiny by the signal design section and approved by them before any field adjustments are made.

Grading and paving of this contract has been completed. Traffic signal pole bases are in place, but the signal poles have not been set.

JEH:br


STA "C" 22+68
6TH ST.
TTE BLVD.
NE
"H" LINE
"C" 22+68 = P.O.C.
"D" 22+68 = P.O.C.
"H" 10+00 = P.O.C.
"DC" 23+53 = P.O.T.
"H" 7+51 = P.O.T.
Poling Limits
Sec. 16, T. 15 S., R. 13 E., W. M.
HIGHLAND AVE.
R/W
Ease.
35' R.
45' R.
15' R.
55' R.
20' R.
10' R.
"D" LINE
"DC" LINE
7TH ST.
25
"D" 14°
"D" 12° C.L.
"DC" 4° C.R.
N
12'
16'
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5'
Test 1
Test 2
Test 3

END OF CONTRACT F-FG-88-1(6)

STA "D" 28 + 65

18V-234

REDMOND REROUTE SECTION
OCHOCO HIGHWAY
DESCHUTES COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
10	OREGON	F-FG-88-1(6)		4	[illegible]

10,058

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. 609 — ("SFO") ORDER NO. 01
PROJECT NAME (SECTION) Redmond Reroute 8-14-85		CONTRACT NO. 10,058
HIGHWAY Ochoco	COUNTY Deschutes	PREFIX C10,058
		F.A. PROJECT NO. F-FG-88-1(6)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Intersection of 5th and Evergreen - move existing directional signal sign from S.E. corner signal pole to the N.E. corner signal pole, which will be its permanent location.

Intersection of 6th and Evergreen - move existing directional sign from S.W. corner signal pole to the S.E. corner signal pole, for the duration of the contract. At the end of construction the sign will be moved back to the S.W. corner signal pole.

ESTIMATE OF QUANTITIES AND COSTS:

Labor and equipment = $500.00

Effective date of authorization for work 8-12-85
DBC

EXPLANATION:

Adjustment of permanent signing necessary to accomodate temporary signing. Required by construction plans and specifications.

SUBMITTED BY Thomas R. Eguia Jerry C. Thackery TITLE Project Manager	DATE 8/8/85	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE 8-9-85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE AUG 14 1

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

7/2

734-1105 (Rev. 7-84)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Glenn K. Hossner, Field Operations Officer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Line Relocation
City of Redmond
Redmond Reroute Section
Ochoco Highway
Deschutes County
Project No. F-FG-88-1(6)

Confirmation of your verbal authorization for the City of Redmond to proceed with the relocation of their water lines, serving the median island landscape irrigation system, in conflict with this project as of August 5, 1985 is requested. The City has indicated they would like the water line adjustments to be made by the State's contractor as extra work. Preliminary estimate of cost is $3,000. The Extra Work Order or an estimate of cost upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the Extra Work Order or estimate of cost.

Advanced authorization date of
August 5, 1985 is approved

G.K. Hossner

Glenn K. Hossner, Field Operations Officer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
Dale D. Allen
Jerry Thackery
R. O. Havig

RECEIVED
STATE HWY ENGR
AUG 13 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

10,058

N

August 7, 1985

CON 5

#10,058

R. L. Coats
63285 Skyline Ranch Road
Bend, OR 97709

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,058 for work on the Redmond Reroute Section of the Ochoco Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

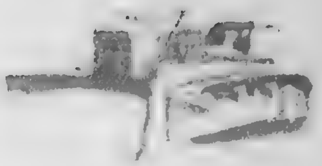
slp

Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Jerry Thackery
L. E. George

R. L. COATS, General Contractor
2975 N.W. SKYLINE RANCH ROAD • P.O. BOX 1008 • BEND, OREGON 97701 • 382-2166 or 382-5366



June 28, 1985

Robert W. Gormsen
Room 121 Transportation Building
Salem, Oregon 97310

RE: Assigned Contract Goals for Disadvantaged Business Enterprise and Women Business Enterprise Participation.

Dear Mr. Gormsen:

The following Disadvantaged Business Enterprise and Women Business Enterprise will be employed as subcontractors on grading, paving, signing & signals for the Redmond Reroute section of the Ochoco Highway.in Deschutes County.

Disadvantaged Enterprise Goals 7%

Pacific Northwest Guardrail & Supply Co.
3904 N. E. Union Avenue
Portland, Oregon 97212
(503) 287-2121

Subcontract for Guardrail and Signs In Place.

Item No.	Item	Unit	Quantity	Unit Price	Total Price
01	Mobilization	LS		1200.00	1,200.00
18	Guard Rail, Type 2A	LF	1,751	10.25	17,947.75
19	Guard Rail Anchors, Type 1	EA	4	300.00	1,200.00
20	Guard Rail Anchors, Type 1 Mod.	EA	5	275.00	1,375.00
21	Rail End Pieces, Type B	EA	2	45.00	90.00
22	Rail End Pieces, Type C	EA	4	85.00	340.00
23	Bridge Connections	EA	1	300.00	300.00
33	Removal of Existing Sign Inst.	LS	All	1200.00	1,200.00
34	Wood Sign Posts	LS	All	1930.50	1,930.50
35	Type "C" & "D" Signs in Place	SF	38	10.00	380.00
36	Type "EE" Signs in Place	SF	65	13.00	845.00
37	Type "G" Signs in Place	SF	25	10.00	250.00
38	Type "I" Signs in Place	SF	18	13.00	234.00
39	Type "T" Signs in Place	SF	3	10.00	30.00
40	Type "U" Signs in Place	SF	360	15.00	5,400.00
	TOTAL				$32,722.25

Women Enterprise Goals 2%

Schoolhouse Electric
287 Fourth Street
Ashland, Oregon 97520
(503) 482-0448

Subcontract for Traffic Signals Installed.

Item No.	Item	Unit	Quantity	Unit Price	Total Price
41	Traffic Signal, Installation Complete	LS	All	LS	96,800.00
42	Modle 170 Controller Equipment, Complete	LS	All	LS	31,800.00
	TOTAL				$128,600.00

Sincerely,

R. L. Coats

R. L. Coats
Owner

RLC/wm

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: July 24, 1985

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 27, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 27, 1985 on the following projects:

1. Beaver Creek Road-Bellfountain Road Section
   Decker Road
   Benton County
   A.C. Paving and Oiling

   Overlay of 24-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Oatfield Road at Concord Road Section
   Oatfield Road
   Clackamas County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

3. Charles Mack Bridge Section
   Jenkins Prairie Road
   Coos County
   Structure

   18-foot roadway on structure and aggregate approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

4. Redmond Reroute Section
Ochoco Highway
Deschutes County
Grading, Paving, Signing, and Signals

12-foot lanes with 6-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

5. Rogue Valley Mall Section
Crater Lake and Rogue Valley Highways in Medford
Jackson County
Traffic Signal

Pedestrian heads will be installed for pedestrian and bicycle traffic.

6. Fremont Highway Bridges
Fremont Highway
Lake County
Grading, Paving and Structures

12-foot lanes with 6-foot shoulders on structures and approaches.

Same as No. 1.

7. Creek Bridges
Mapleton-Junction City Highway
Lane County
Grading, Paving and Culverts

Replacing bridges with culverts. Grading and paving incidental to project.

Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Eugene/Springfield Signal System Project
Various City Streets
Lane County
Signals

Upgrading of system.

Same as No. 7.

9. Beltline Highway at Royal Avenue Intersection in Eugene
Beltline Highway
Lane County
Signing and Traffic Signals

Pedestrian heads will be installed for pedestrian and bicycle traffic.

10. Marshall Slough Bridge Section of Lone Pine Drive
Lone Pine Drive
Lane County
Grading, Paving and Structure

24-foot roadway on structure and approaches.

Same as No. 1.

11. Oregon Coast Highway at E. Devils Lake Road (Lincoln City)
Oregon Coast Highway
Lincoln County
Grading, Paving and Signals

Multi-lane highway with 6-foot shoulder.

Bicycle lanes, pedestrian heads available for bicycle and pedestrian traffic.

12. Hayesville Interchange (Salem)
Pacific Highway
Marion County
Grading and Paving

Guardrail and drainage project.

Same as No. 7.

13. Umatilla/Stanfield Highway-S.E. 8th Street (Hermiston)
East Highland Avenue
Umatilla County
Grading and Paving

12-foot lanes with 10-foot shoulders and 8-foot sidewalks available for bicycle and pedestrian traffic.

14. Minan-Spring Creek Section
    Wallowa Lake Highway
    Wallowa County
    Grading and Paving

    12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic.

    Same as No. 1.

15. Tualatin River Overflow Bridge
    Fern Hill Road (Forest Grove)
    Washington County
    Grading and Paving

    Replacing bridges with culverts, grading and paving incidental to project.

    Same as No. 7.

16. Wildhorse Creek (Gentry) Bridge
    FAS B583 (Weston Road)
    Umatilla County
    Grading, Paving and Structure

    Replacing bridge with culvert; grading and paving incidental to project.

    Same as No. 7.

HSC:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,058

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
REDMOND, OREGON 97756
PHONE 548-2148

July 17, 1985

Dick Dorn
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Construction - Finance Agreement No. 8005

Dear Mr. Dorn,

The City of Redmond has an Assignment of Time Certificate with the United States National Bank, Redmond branch, for $33,560.00. The copy is enclosed.

The payment to the Highway Division for the City's share of construction costs will be made monthly in four equal payments of $8,390.00. The check for August 1 is attached. Upon receipt of the November payment, please send the release of assignment for the time certificate to United States National Bank, P. O. Box 866, Redmond, Oregon, 97756.

RECEIVED 7/18/85
mys

Yours truly,

CITY OF REDMOND

Robert L. McWilliams
City Manager

Enclosures (2)

cc: JoAnne Holcomb, Finance Director
Kyle Sager, Manager, U.S. Bank

JH:ss

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JUL 18 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

Rec'd	7-22-85	$	8,390.00
	8-28-85		8,390.00
"	10-4-85		8,390.00
"	10-22-85		8,390.00
		Total	33,560.00

ASSIGNMENT OF TIME CERTIFICATE

This assignment is for the purpose of fulfilling the requirement of P.E. and Construction-Finance Agreement No. 8005.

The undersigned Depositor and Acceptor do hereby assign, transfer and set over unto the State of Oregon, Department of Transportation, Highway Division, all right, title and interest in and to $33,560 (Thirty three thousand five hundred sixty and no/100 dollars) Deposit No. 14-21056815 in the United States National Bank, Redmond Branch in the name of City of Redmond Street Improvement with full power and authority to demand, collect and receive said savings account or deposit at any time and to give receipt and acquittance therefor, for the uses and purposes prescribed by P.E. and Construction-Finance Agreement No. 8005. It is understood and agreed that the United States National Bank, Redmond Branch will hold $33,560 until a release of this assignment is received from the State of Oregon, Department of Transportation, Highway Division. It is agreed that the United States National Bank, Redmond Branch will hold the Certificate for said Deposit No. 14-21056815 in trust for the uses and purposes stated herein. Interest on the account shall be payable to the assignor. Time deposits shall be subject to the authority of the State of Oregon, Department of Transportation, Highway Division to demand, collect and receive said deposit at any time and time deposits shall be automatically renewable at maturity date at the rates and terms in effect at the time of renewal.

Signed and dated at Redmond, Oregon

This 17 day of July, 1985.

Signature of Depositor JoAnne Helcomb

Finance Director

ACCEPTANCE

The undersigned hereby accepts the foregoing Assignment of Account No. 14-21056815 in the amount of 33,560.00, this 17 day of July, 1985, and hereby acknowledge receipt of the Certificate for Deposit No. ________. It is further agreed that said documents will be held for the uses and purposes above stated until release by the State of Oregon Department of Transportation, Highway Division.

Authorized signature VP & Mgr.

Financial office Redmond Br. United States Natl Bank of Oregon

Address P.O Box 866 - 314 S 6th St.
Redmond, Oregon 97756

10,058

548-2148 7-16-85

Talked to Bob McWilliams on the phone and he said the City would be sending in a letter of Credit for the advance deposit. He will try to have it in the mail today

DB

July 5, 1985

PRO

Robert McWilliams
City Administrator
City of Redmond
City Hall
Redmond, OR 97756

Dear McWilliams:

On June 27, 1985 we received a satisfactory bid from R. L. Coats, 63285 Skyline Ranch Road, Bend, OR 97709 for Redmond Reroute Section of Ochoco Highway in Deschutes County.

As described in our P.E. and Construction-Finance Agreement No. 8005, the City of Redmond is required to deposit their share of costs of the project as computed below:

Contractor's Bid		$442,672.00
Less Concrete Sidewalks		1,920.00
		$440,752.00
Anticipated Additional Items:		
Permanent Pavement Striping	$7,300.00	
Temporary Pavement Striping	1,400.00	
Temporary Erosion Control	500.00	
State Furnished PROM & Program	3,500.00	
Signal Controller Testing & Turn-On	9,100.00	
Bikeway Striping & Legend	500.00	
Adjust Utilities:		
City of Redmond (Water)	1,500.00	23,800.00
Subtotal		$464,552.00
Contingencies (4-1/2%)		20,904.84
Engineering (9%)		41,809.68
Construction Cost		$527,266.52
City's Share (6%)		31,635.99
Sidewalk (100% City Cost)		1,920.00
TOTAL CITY COST		$ 33,555.99
ROUNDED		$ 33,560.00

— RECEIVED 8,390 First payment contract Let 7-18-85

Please submit your $33,560 deposit, which should arrive not later than July 19, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GAP:RLD:jc

bcc: W/AD #85-76: John Hagedorn, Region 4
~~Wayne Schulte~~, ~~Metro Region~~
V. E. Skoog - Please return completed AD #85-76 when advance deposit is received.

10 [illegible]
jc

T R H 7-4-1t
Redmond

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FG-88-1(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 12'85
REFER TO Potter
FOR

Info	Invest	R/O	D/R	Sign	Act	File

Orig w/ att. to 6/12

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:

Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 6-3-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a revised total estimated cost of $486,763, Federal Funds $ 450,553.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

14. DATE 6/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,058

REDMOND REROUTE SECTION

OCHOCO HIGHWAY

DESCHUTES COUNTY

FAP No. F-FG-88-1(6)
Grading, Paving, Signing, and Signals

Bids Received May 23, 1985
Completion Time: a) All work except traffic signal 60 CD or Aug. 31, 1985 which ever comes first. b) All work by January 16, 1986.

1. Mobilization	Lump Sum	All	Lump Sum	$ 18,500.00
2. Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,500.00
3. Temporary Signs	Sq. Ft.	564	6.00	3,384.00
4. Temporary Barricades	Each	10	70.00	700.00
5. Temporary Plastic Safety Markers	Each	30	50.00	1,500.00
6. Flaggers	Hour	400	15.00	6,000.00

ROADWORK

7. Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	3,700.00
8. General Excavation	Cu. Yd.	1,346	8.00	10,768.00
9. Furnishing and Placing Topsoil	Cu. Yd.	86	15.00	1,290.00
10. 1"-0 Aggregate Base	Ton	2,100	9.00	18,900.00
11. Class "C" Asphalt Concrete	Ton	2,850	35.00	99,750.00
12. 8-inch Sewer Pipe	Lin. Ft.	32	20.00	640.00
13. Concrete Inlets, Type CG-1	Each	2	500.00	1,000.00
14. Special Inlet and Drainwell Manhole	Each	1	3,000.00	3,000.00
15. 8-inch Drainwells, 100 Ft. Deep	Each	1	2,400.00	2,400.00
16. 8-inch Drainwells, Below 100 Ft. Depth	Lin. Ft.	100	12.00	1,200.00
17. 8-inch Steel Well Casing	Lin. Ft.	100	10.00	1,000.00
18. Guardrail, Type 2A	Lin. Ft.	1,751	12.00	21,012.00
19. Guardrail Anchors, Type 1	Each	4	300.00	1,200.00
20. Guardrail Anchors, Type 1 Modified	Each	5	300.00	1,500.00
21. Rail End Pieces, Type B	Each	2	60.00	120.00
22. Rail End Pieces, Type C	Each	4	90.00	360.00
23. Bridge Connections	Each	1	400.00	400.00
24. Concrete Walks	Sq. Yd.	120	26.00	3,120.00
25. Concrete Driveways	Sq. Yd.	70	20.00	1,400.00
26. Concrete Curbs, Type A	Lin. Ft.	1,750	5.00	8,750.00
27. Concrete Curbs, Type C	Lin. Ft.	1,210	3.50	4,235.00
28. Extra for Asphalt Approaches	Each	9	175.00	1,575.00

29. Extra for Asphalt Walks	Sq. Yd.	800	2.00	1,600.00
30. Adjusting Manholes	Each	3	225.00	675.00
31. Adjusting Boxes	Each	6	75.00	450.00
32. Sod Lawn	Sq. Yd.	400	4.50	1,800.00
SIGNING				
33. Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,100.00
34. Wood Sign Posts	Lump Sum	All	Lump Sum	1,840.00
35. Type "C" and "D" Signs in Place	Sq. Ft.	38	12.00	456.00
36. Type "EE" Signs in Place	Sq. Ft.	65	14.00	910.00
37. Type "G" Signs in Place	Sq. Ft.	25	14.00	350.00
38. Type "I" Signs in Place	Sq. Ft.	18	13.00	234.00
39. Type "T" Signs in Place	Sq. Ft.	3	14.00	42.00
40. Type "U" Signs in Place	Sq. Ft.	360	18.00	6,480.00
TRAFFIC SIGNALS				
41. Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	110,000.00
42. Model 170, Controller Equipment, Complete	Lump Sum	All	Lump Sum	37,050.00
	FOR COMPARISON OF BIDS			$ 383,891.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 383,891.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 7,300.00	
Temporary Pavement Striping	1,400.00	
Temporary Erosion Control	500.00	
State Furnished PROM & Program	3,500.00	
Signal Controller Testing & Turn-on	9,100.00	
Bikeway Striping & Legend	500.00	
Adjust Utilities:		
City of Redmond (Water)	1,500.00	23,800.00
	Subtotal	$ 407,691.00
Contingencies (4-1/2%)		18,346.10
Engineering (9%)		36,692.19
Estimated Net Authorization, Construction		$ 462,729.29

10,058 — 50% of match
100% of sidewalks

Contr. No. 10,058

Redmond Reroute

Prefix No. 009-1046 (Constr.) Proj. No. F-FG-88-1 (6)

~~Contractors Bid F-FG-88-1(6) $75,899.00~~
~~Concrete Sidewalks 120x16 1,920.00~~
~~73,879.00~~

~~sidewalks~~
~~$ Conc. walks 120 sq yd @ $16.00~~
~~$ Extra for AC walks 800 sq yd @ $10.00~~

Contractors Bid		$442,672.00
Less conc. Sidewalks (120 sq yd @ $16/sq yd)		1,920.00
		$440,752.00
Anticipated Additional Items:		
Permanent Pav't Striping	$3,300	
Temporary Pav't Striping	1,400	
Temporary Erosion Control	500	
State Furnished PROM & Program	3,500	
Signal Controller Testing & Turn On	9,100	
Bikeway Striping & Legend	500	
Adjust Utilities:		
City of Redmond (water)	1500	23,800.00
SUBTOTAL		464,552.00
Contingencies (4½%)		20,904.84
Engineering (9%)		41,809.68
TOTAL CONSTRUCTION COST		527,266.52
City of Redmond Share (6%)		31,635.99
Sidewalk (100% City cost)		1,920.00
Cost to City of Redmond		33,555.99

Rounded $33,560

10,1[illegible]1

Ira 7-4[illegible]

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO
F-FG-88-1(6) Redmond

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-7-85

4. PROGRAM NO.

5. ITEM NO.
40104

2A. COUNTY NAME
Deschutes

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5-1-85	Primary 88	Primary 41

10. GENERAL LOCATION:
REDMOND REROUTE SECTION

11. GENERAL DESCRIPTION OF WORK
Grade, Drain, H-T Pave, and Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-24-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 1, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $453,309; Federal Funds $421,064.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
MAY 8 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. w/ att. to
5/8

14. DATE
5/7/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,058

Tra 7-4-1 7
Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO

Date: April 19, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40104
Project No. F-88-1(6)
Redmond Reroute Section
Ochoco Highway
Deschutes County

I request your approval for a program change as follows:

1) Appn Code: Add ---- "A14".
2) Prefix Letters: Change to read "F-FG".

DRH:bkb
cc: D.D. Allen, Region 4
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-21-85

10,65

OJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 126, Canal Blvd. (Redmond)		3,000	- - -	- -	10	Oregon	41	010 B14	40104

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
Pave									F-FG-88-	1 (6)		

Consolidated Primary	COUNTY NAME: Deschutes	CODE: 017	PROGRAM STAGE: ☐ 1 OR ☐ 2
Redmond	ROUTE NO. P	FEDERAL-AID: 88 · STATE: 41 · U.S.: --	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) I000 Y031	(07) (12)	"Redmond Reroute Section"	0.330	450,000	396,675	53,325		
DRH:me		PROJECT TOTALS	0.330	450,000	396,675	53,325		

ROVAL DATES
10-1-83
10-1-84

REMARKS
Additional Data: Item No. 40104;
Project No. F-88-1(4)

-OVER-

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3-21-85

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR 126, Canal Blvd. (Redmond)	ADT	PRESENT 3,000	FUTURE - - -	YEAR - -	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr. & H-T Pave	NATL. FOREST	F.A. ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F-FG	NUMBER -88-

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Deschutes			COD 01
	NAME OF URBAN AREA Redmond	ROUTE NO. P	FEDERAL-AID 88	STATE 41	U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) I000 Y031	(07) (12)	"Redmond Reroute Section"	0.330	450,000	396,675	53,325	
CARD 1	CODE 1	PREPARED BY DRH:me	PROJECT TOTALS					0.330	450,000	396,675	53,325	

1 | 14 | PROGRAM APPROVAL DATES

10-1-83

10-1-84

REMARKS

Additional Data: Item No. 40104

Project No. F-

Key No. 00404

-OVER-

Redmond Reroute Section

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T pave to provide on existing alignment a 36 ft. curb to curb roadway section having two 12 ft. travel lanes with 6 ft. shoulders on Canal Blvd. and a 42 ft. to 46 ft. curb to curb roadway section on Highland Ave. providing a basic two 12 ft. travel lanes with channelized intersections; 2) install two new traffic signals and upgrade three existing as indicated below; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Signal Location	Status
6th St. and Black Butte Blvd.	New
5th St. and Highland Ave.	New
6th St. and Highland Ave.	Existing
5th St. and Evergreen Ave.	Existing
6th St. and Evergreen Ave.	Existing

Data for FHWA 37's:	Code	Cost
	I000	$283,000
	Y031	$167,000

Note:
1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on page 36, index 321 and included in FY '85 Status Report.

10,058

TRA 7-4-1k

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4) Redmond

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/4/85

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:

Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 2/28/85 you are authorized to proceed with the adjustments to the City of Redmond's water facilities on an actual cost basis estimated to be $825; Federal Funds $727, contingent upon modification of Project Agreement if additional funds are required.

The Agreement with the City of Redmond is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
3/18

14. DATE 3/13/85

15. SIGNATURE OF APPROVING OFFICIAL CF Christianson

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,058

TRA 7-4

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4) Redmond

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/4/85

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:

Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 2/28/85 the program change adding "Adjustment of Utilities" to the character of work at a TEC of $1,500; Federal Funds $1,322.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig to 3/18

14. DATE 3/13/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,024

TRA 7-4-15
Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 28, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
City of Redmond
Redmond Reroute Section
Ochoco Highway
Deschutes County
P.E. Project No. F-88-1(4)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust the City of Redmond's water facilities dated January 7, 1985, and a sketch showing their proposed relocation.

A certification prepared by R. O. Havig as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated December 14, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities will occupy city street right-of-way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 4, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $825.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. O Havig

RECEIVED
STATE HWY ENGR
MAR 1 '85
REFER TO
FOR

Info	Issue	R/O	D/R	Sign	Act	File

Form 734-3122

10,058

TRH 7.2 #1
Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 28, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. F-88-1(4)
Redmond Reroute
Ochoco Highway
Deschutes County

I request your approval of a program change to include in the character of proposed work "Adjustment of Utilities" in the subject project. The enclosed copy of Mr. Cartwright's memo of February 25, 1985 indicates the estimated cost of the adjustment is $1,500.00 with Federal funds of $1,322.00

Authorization to proceed with actual utility adjustments will be requested under separate action.

RHZ:pf
Enclosure

cc: J. Cartwright
J. Peterson
General Files ✓

Form 734-3122

10,038

TRA [illegible]
Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 27, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Redmond
Redmond Reroute Section
Ochoco Highway
Deschutes County
P.E. Project No. F-88-1(4)

Confirmation of your verbal authorization for the City of Redmond to proceed with the relocation of their water facilities in conflict with this project as of March 4, 1985 is requested. An estimate of cost has been received from the City in the amount of $825. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 4, 1985 is approved

David B Carter
David B. Carter, Area Engineer

JMC:jr

cc: E. S. Hunter
Don Trout
Pete Gonzalez
Dale D. Allen
Jerry Thackery
R. O. Havig

[illegible]
KF

RECEIVED
STATE HWY ENGR
MAR 18 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

[illegible]

Tra 7-4-1
Redmond

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-12-85

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/4/85

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:

Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letters of 12/19/84 and 1/14/85 the program change adding traffic signals at the following locations is approved.

SIGNAL LOCATION

6th St. and Black Butte Blvd.
5th St. and Highland Avenue
6th St. and Highland Avenue
5th St. and Evergreen Avenue
6th St. and Evergreen Avenue

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
2/14

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-10
Redmond

January 23, 1985

City of Redmond
City Hall
Redmond, OR 97756

AGR 4-1

Attention: Toni Buettner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2005

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a supplemental agreement for improvements to the Evergreen Avenue-Highland Avenue Section of the Ochoco Highway (Canal Boulevard).

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

10,058

Jm 7-4-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4) Redmond

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

1-7-85

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/19/84

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION: Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK: Correction of Right-of-Way file numbers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/19/84 file number 54237 as authorized by my PR-1240 dated 11/19/84 is corrected to read file number 54238.

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/8

14. DATE 1/7/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

Lia 7-4-1
Redmond

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

January 3, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-88-1(4)
Redmond Reroute Section
Ochoco Highway - Deschutes County
Traffic Signals

We have reviewed your December 19, 1984 request to install traffic signals at 5 locations in the City of Redmond. The signals are:

SIGNAL LOCATION	STATUS
6th St & Black Butte Blvd	New
5th St & Highland Ave	New
6th St & Highland Ave	Existing
5th St & Evergreen Ave	Existing
6th St & Evergreen Ave	Existing

The information included in your submitttal does not include the traffic signal warrant comparison data for either the proposed or existing signals. This information is necessary so that we may complete our review of your request.

We are withholding approval of your request pending receipt of the above information.

Sincerely yours,

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cc:
OSHD (G Potter)

cc Bud George
1-10-85

10,058

Tra 7-4-1t
Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-88-1(4)
Redmond Reroute Section
Deschutes County

I request that the right of way File No. 54237 authorized for acquisition by your memo of November 21, 1984 be corrected to read file number 54238.

The parcel number listed in my letter of November 14, 1984 was received verbally from the Right of Way Description Section.

When the description was completed and forwarded to the Right of Way Section it was then discovered that the previous file number given was in error.

CL:me
cc: D. Aman
J. Peterson
General Files

Form 734-3122

10,158

TRA 7-4-1
Redmond

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/19/84

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:

Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 11/14/84 you are authorized to proceed with the acquisition of file No. 54237 as shown on sketch map attached to your request at a TEC of $2,700; Federal Funds $2,380.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/21/84

15. SIGNATURE OF APPROVING OFFICIAL John H Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,658

41° n

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. E. Boyd, Manager
Right of Way Section

November 14, 1984

J. H. Versteeg
Road Design Engineer

File 54238
Redmond Reroute Section
Ochoco Highway
Deschutes County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required on the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

10,058

TRH 7-4-[illegible]
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 14, 1984

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
Wayne F. Cobine

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. F-88-1(4)
Redmond Reroute Section
Deschutes County
File No. 54237

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project. The property to be acquired is as outlined in red on the enclosed sketch map and does not involve any relocation assistance.

The estimated total cost of the easement is $2,700.00 with an obligation of $2,380.00 in Federal funds.

RDS:pf
Enclosure

cc: J. B. Boyd
Don Aman
General Files

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: November 8, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Redmond Reroute Section
Ochoco Highway
Deschutes County
Project No. F-88-1(4)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $2,700 and does not require a relocation or moving allowance.

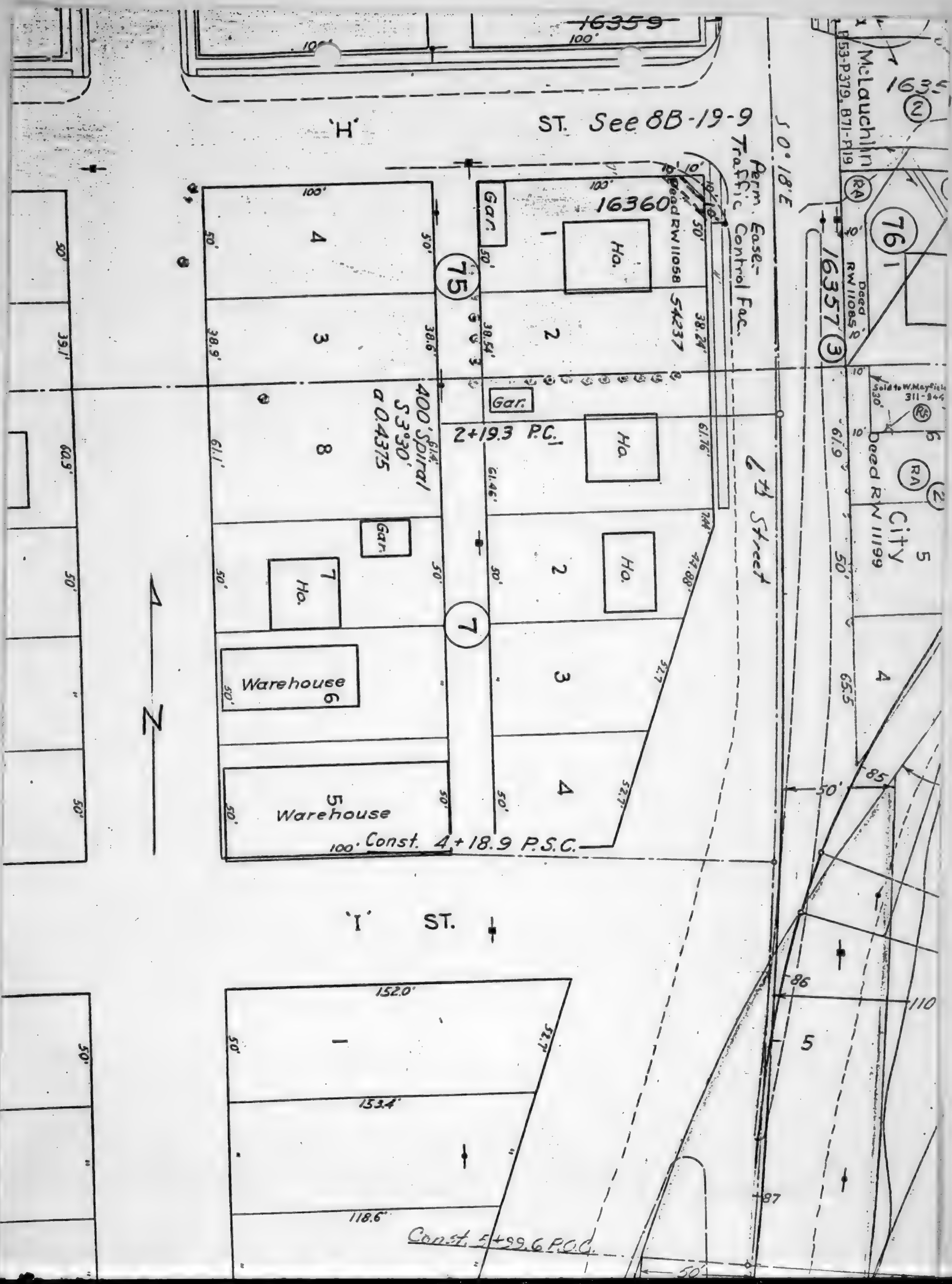
Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54237 as shown on the attached sketch map.

DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT O PROGRAM UNIT ___
NOV 9 1984
REFER TO ___ FM
R/D ___ ACT X REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387



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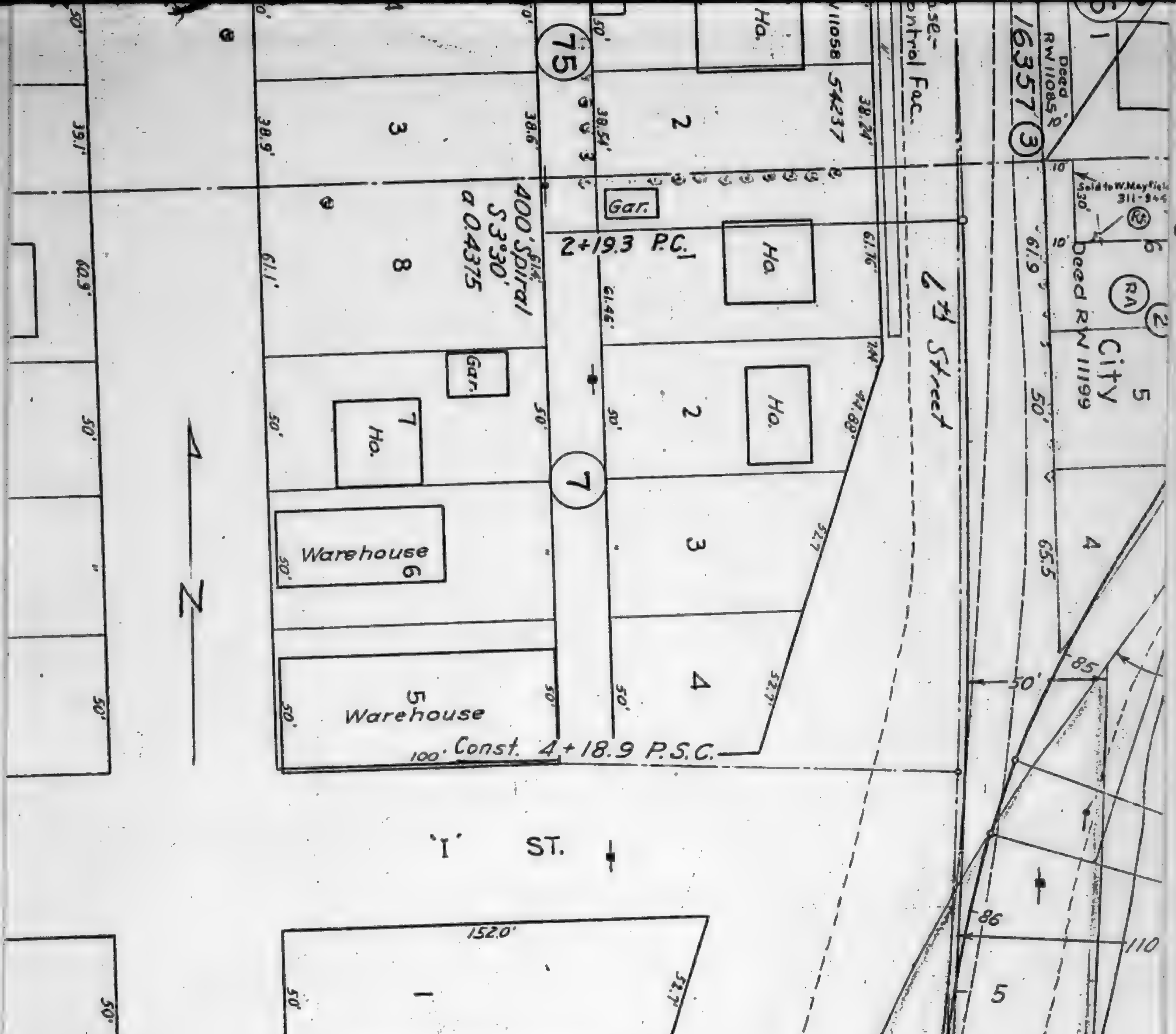
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4) Redmond

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 41004

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/29/84	Primary 88	Primary 41

10. GENERAL LOCATION:

Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 10/23/84 you are authorized to proceed with the acquisition of file No. 54120 as shown on sketch map attached to your request at a TEC of $1,250; Federal Funds $1,101.

Federal participation is limited to the Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENG
NOV 2 '84
REFER TO
Potter
FOR
Info | Inves | R/D | [illegible] | Sign | Act

Orig. to
11/2

14. DATE 10/30/84

15. SIGNATURE OF APPROVING OFFICIAL John

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10105 X

TRH 7-2-17

Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 23, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. F-88-1(4)
Redmond Reroute Section
Deschutes County
(File 54120)

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project. The property to be acquired is as outlined in red on the enclosed sketch map and does not involve any relocation assistance.

The estimated total cost of the parcel is $1,250 with an obligation of $1,101 in Federal funds.

CL:pf
Enclosure

cc: J. Boyd
D. Aman
General Files

Form 734-3122

10,058

7-4-4

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4) Redmond

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-13-84

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/13/84

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:

Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 4/4/84 I approve the program change adding "acquisition of Right-of-Way" to the character of proposed work and you are now authorized to proceed with the actual acquisition of file No. 53873 as shown on sketch map attached to request for a TEC of $6,000, Federal Funds $5,289.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGI
APR 30 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 4/30

14. DATE 4/13/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,058

TRH 7-4-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 4, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

NAL SIGNED BY
A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. F-88-1(4)
Redmond Reroute Section
Ochoco Highway
Deschutes County

I request your approval of a program change on the subject project to include in the character of proposed work "Acquisition of Right-of-Way" which consists of acquiring one parcel to improve a street corner radius.

I further request authorization to proceed with the actual acquisition of the required parcel as outlined in red on the enclosed sketch map with revised financing as follows:

Work	Type Code	Total Cost	Federal Funds
P.E.	P.E.	$ 53,000.00	$ 46,719.00
R/W	ROW	6,000.00	5,289.00
Total		$ 59,000.00	$ 52,008.00

No relocation assistance is involved in acquiring the parcel.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
B. Oakes
General Files

Form 734-3122

10,058-

4/ ✓

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

March 21, 1984

In Reply Refer to
File No.:

Robert McWilliams, City Manager
City of Redmond
City Hall
Redmond, OR 97756

Dear Robert:

I share your frustration on keeping Redmond Reroute on schedule.

The major problem was getting the road changed and classified before we could obtain our survey authorization funds. Also the right of way, while minor, normally takes six months after we obtain Federal approval of the design.

At times one cannot help but wonder how nice it would be without Federal money and all their regulations.

John Hagedorn and Jerry are trying to speed up some of the work where they can. The field survey has been completed and was sent to Salem today. Salem Design has been alerted to your concern and I expect they will push it right along. The right of way will likely control.

Yours very truly,

Dale

Dale D. Allen, P.E.
Region Engineer

DA:mr

cc: Harold Brainerd
Bob Bothman
Don Adams, Road Design ?
Wil Robertson

✓ Versteeg ✓
Anderson
✓ Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAR 22 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up
Action

Hal -
Not in Final Design
yet
Don.

734-1827

CITY OF REDMOND
DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
REDMOND, OREGON 97756
PHONE 548 2148

March 6, 1984

Mr. Dale Allen
Region Engineer
Oregon Sate Highway Division
P.O. Box 5309
Bend, Oregon 97708

Dear Dale:

I am frustrated again. I was sure that the Redmond Reroute project was scheduled for this year. However, I now find that it is scheduled for January, February and March of 1985.

As you will recall, four or five months ago this was pulled off the schedule in Salem and with your assistance, it was placed back on the time line for 1984. I would appreciate your assistance again in rescheduling this project.

If you feel we should contact someone in Salem, please let me know.

Sincerely,

Bob

Robert L. McWilliams
City Manager
City of Redmond

RLM:tb

ROE [✓ RE] [✓ RCE] PLA [✓ FAE]
RTE RECEIVED GEO
RUE MAR 7 1984 RDE
RSO REGION 4 RBE
ASSIGNED____________

10,058

CON 21-10
Redmond

December 29, 1983

City of Redmond
City Hall
Redmond, OR 97756

AGR 4

Attention: Toni Buettner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8205

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction improvements to the Evergreen Avenue-Highland Avenue Section of the Ochoco Highway (Canal Boulevard).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

-10,05x

PROJECT PROSPECTUS
PART 4 – SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Deschutes County

SECTION Redmond Reroute 12-7-83

REGION 4

Ochoco Hwy SURVEY AUTHORITY #41

AUTHORIZATION NO.

PREFIX 9-1930

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$.	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT	-		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	-		918 LOCATION		1,500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		8,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		1,500	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		700
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		5,000
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 53,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-88-1(4)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Steudenmeyer TE
Terpin
3 Trout
(4) Wakerlig

RECEIVED
JAN 05 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved by OTC 1-19-82 (Now all on [illegible])

PREPARED BY J.R.Hagedorn	DATE 11/29/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Dennis E. Schwartz	DATE 12/12/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-7-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 404

REGION 4

SECTION Redmond Reroute

STATE HIGHWAY # 41	HIGHWAY NAME Ochoco		MILE POST FROM 0	TO 0.25	LENGTH 0.25
☒ URBAN ☐ RURAL	CITY Redmond	COUNTY Deschutes	ROAD/STREET NAME Canal Boulevard		
ROUTE # OR 126	FEDERAL AID # FAP 88	APPLICANT (IF OTHER THAN STATE) RER0001			

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 53.	GRADING (✓)	X	FILES (#)	1
RIGHT OF WAY		$ 5.	PAVING (✓)	X	ACRES (#)	0.01
ROADWAY	$ 197		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 170.		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 12.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 151.		DESIGN CATEGORY (1-7)	6 & 7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 530	WORK TYPE (1-12)	4 & 9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 588.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 / 84	RECOMMENDED FUNDING SOURCE FAP (Joint w/City)	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2 & 4	2 & 4
STRUCTURES (#)	0	0
SIGNALS (#)	3	4
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	3,000 to 10,000	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM Downtown congestion is caused in part by considerable truck traffic, originating from the east via the Ochoco Highway, and traversing southbound on 6th. St.(US 97 S.Bend). Further congestion arises from traffic, especially trucks, turning right onto the McKenzie Highway westbound.

PROPOSED SOLUTION Revise the south junction of the Redmond Couplet (US 97) to facilitate a better connection with the McKenzie Highway and change the point of beginning of the Ochoco Hwy. and re-routing same along Canal Blvd. (See attached sketch ma This will allow traffic from the east, whose destination is westbound on the McKenzie Highway to bypass 6th. St.

REQUESTED, REGION ENGINEER X Dale D Allen	DATE 11/12/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
1-19-82		

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Redmond Reroute	REGION 4

PROJECT JUSTIFICATION

This project is included in the 1982-1987 6-Year Highway Improvement Program. It is consistent with the City of Redmond's Comprehensive Plan.

Recent meetings between Region 4 and the City have confirmed project concepts.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Redmond Reroute	REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 3	NEW (#) 2

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	

UTILITIES S (LIST BELOW)

COMPANIES
City Water & San. Sewer
Central Oregon Irrigation
P.P. & L. Power
Cascade Natural Gas
United Telephone

DESIGN SPEED	DESIGN STANDARDS
30 ±	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

SEE ATTACHMENTS

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asphalt.Concrete	--	4"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

REDMOND REROUTE

PART 2
DESCRIPTION

SECTION: REDMOND REROUTE - REGION 4

This proposal would:

1. Reroute the Ochoco Highway over Canal Blvd., beginning at the intersection of 5th. St. and Highland Avenue. (M.P. 111.94, McKenzie Highway easterly terminus) to the intersection of Canal Blvd. and Evergreen Avenue (Ochoco Highway M.P. 0.18 approximately). The new route along Canal Blvd. is approximately 0.24 miles. An agreement with the City is proposed that will effect the highway/street exchange. See sketch 1.

2. A new traffic signal at 5th. St/Highland Ave./Canal Blvd. is proposed to handle the various movements at this intersection. In addition, the existing signals at 6th. and Evergreen, 6th. and Highland and 5th. and Evergreen will be modernized with new control systems. Also, a new signal is proposed at 6th. and Black Butte which will complement the other two 6th St. signals and facilitate a better traffic flow through the downtown area on 6th. St. See sketch 2.

3. The Ochoco Highway/McKenzie Highway existing and proposed traffic patterns are shown on sketch 3. This sketch also shows a small R/W acquisition necessary to lengthen the radius to better facilitate the right turn movement from 6th. St. southbound to McKenzie Highway westbound. This will be the projects only R/W taking.

4. Sketch 4 shows existing and proposed methods of handling traffic from U.S. 97 northbound to McKenzie Highway westbound.

JRH:pw
Nov. 26, 82

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
REDMOND REROUTE (Rerouting the Ochoco/McKenzie Hwy. Connection)

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

One small parcel (0.01 acre) is needed at the northwest corner of 6th Street and Highland Avenue to increase the turn radius there. No impacts are forecast.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Minimal impact is expected. No direct impacts, e.g. land use conversions, would result. Indirect impacts, e.g. noise, congestion, commercial exposure, etc., would relate to lessening traffic on Evergreen and Sixth and increasing traffic on Highland and Canal. Such impacts, if any, are not expected to be substantial. The maximum noise increase, which would be on Highland between 5th and 6th Streets, would be on the order of 3 dBA.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

See attachment.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. Project is in an urban setting; proposed construction is minimal.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

As many as 30 parking spaces would be removed on Canal Boulevard which could cause controversy, but such parking is thought to be lightly used.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The very small amount of right-of-way, the relative lack of construction activity, and the lack of direct impacts preclude a need for further environmental documentation.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Hagedorn/Eb Engelmann	388-6185/ 378-8486	

734-1913 (7-82)

Attachment

Estimated Impact on Traffic Volumes, Flow Patterns and Safety:

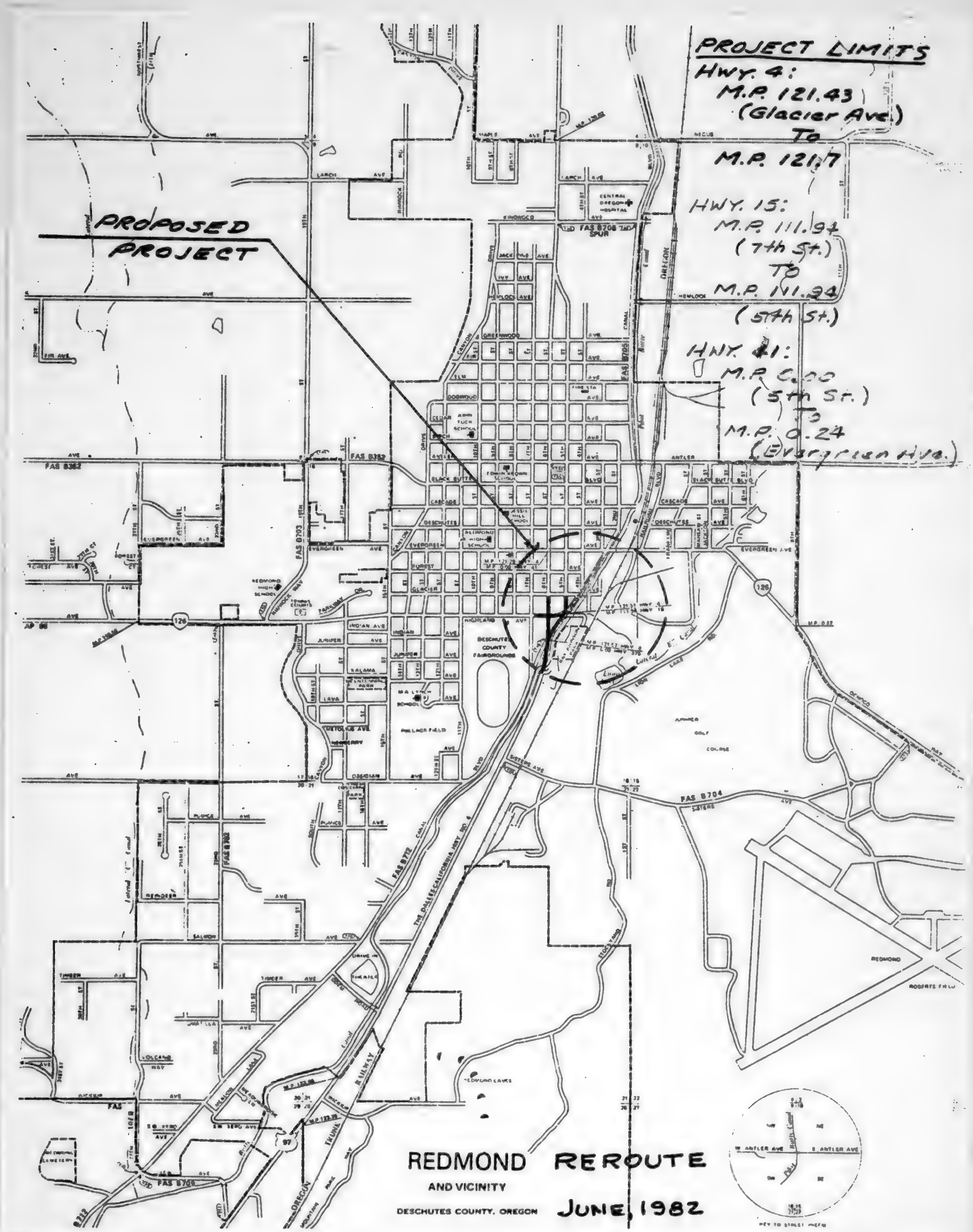
A. Predicted traffic changes are as follows:

1. Evergreen, between 5th Street and 6th Street, would lose about 1100 vehicles per day (vpd) upon project completion.
2. Sixth Street, between Evergreen and Highland, would lose about 1100 vpd.
3. Highland, between 5th and 6th, would gain about 2600 vpd.
4. Canal Boulevard, between Highland and Evergreen, would gain about 1300 vpd.
5. Fifth Street, between Evergreen and Highland, would lose about 200 vpd.

B. Average Daily Traffic (ADT's) on these same segments, upon project completion are forecast as follows:

1.	Evergreen	2700 vehicles
2.	Sixth	8200 vehicles
3.	Highland	5400 vehicles
4.	Canal	3300 vehicles
5.	Fifth	7300 vehicles

C. The project, which would also upgrade signals in addition to rerouting traffic, would shorten, make more direct, and simplify traffic connections between the Ochoco and McKenzie Highways. Truck traffic, in particular, would benefit by shortening the route and removing the degree of curvature in required turns.



REDMOND REROUTE

AND VICINITY

DESCHUTES COUNTY, OREGON

JUNE, 1982

PROJECT LIMITS

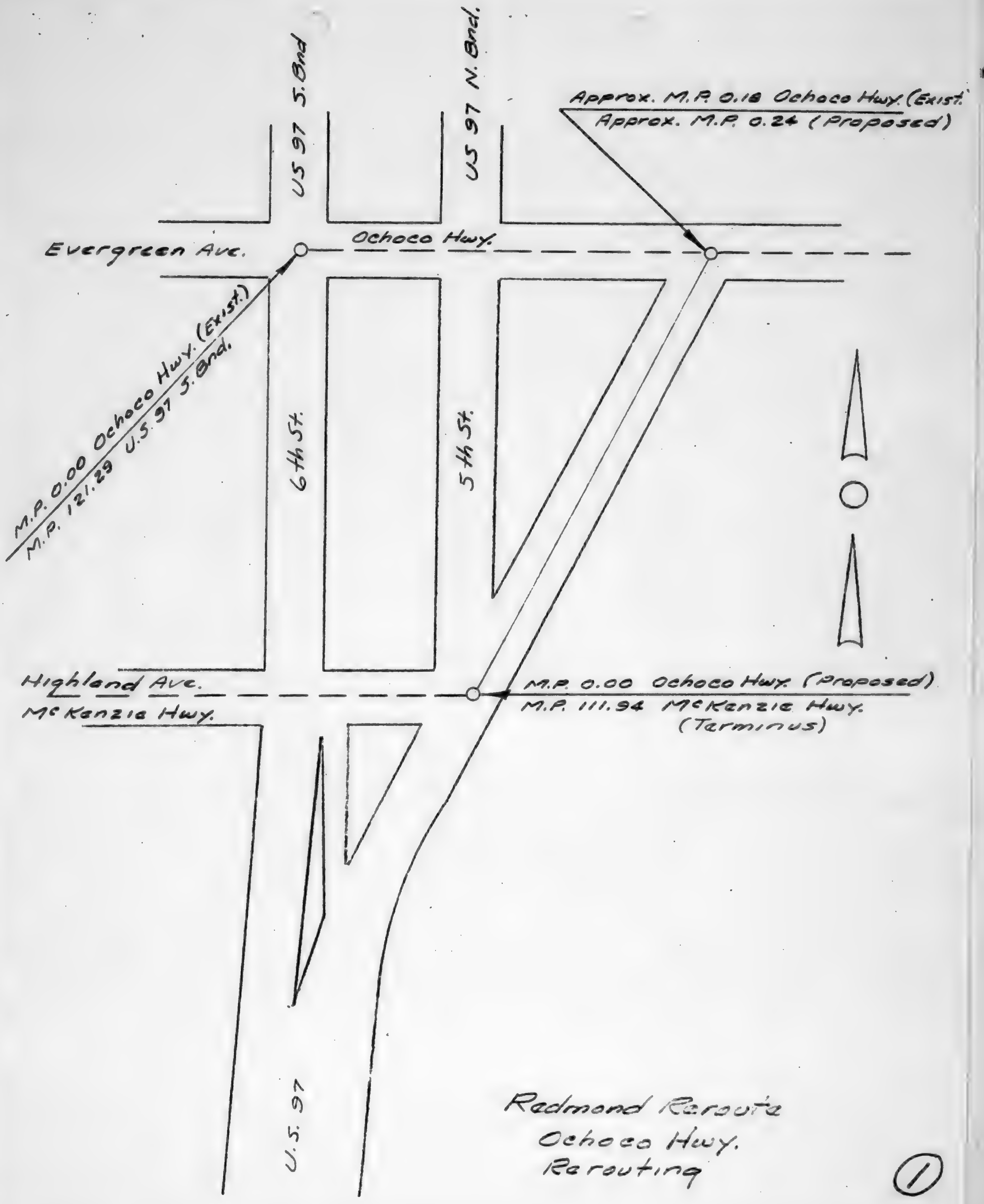
HWY. 4:
M.P. 121.43
(Glacier Ave.)
To
M.P. 121.7

HWY. 15:
M.P. 111.97
(7th St.)
To
M.P. 111.94
(5th St.)

HWY. 41:
M.P. 0.00
(5th St.)
To
M.P. 0.24
(Evergreen Ave.)

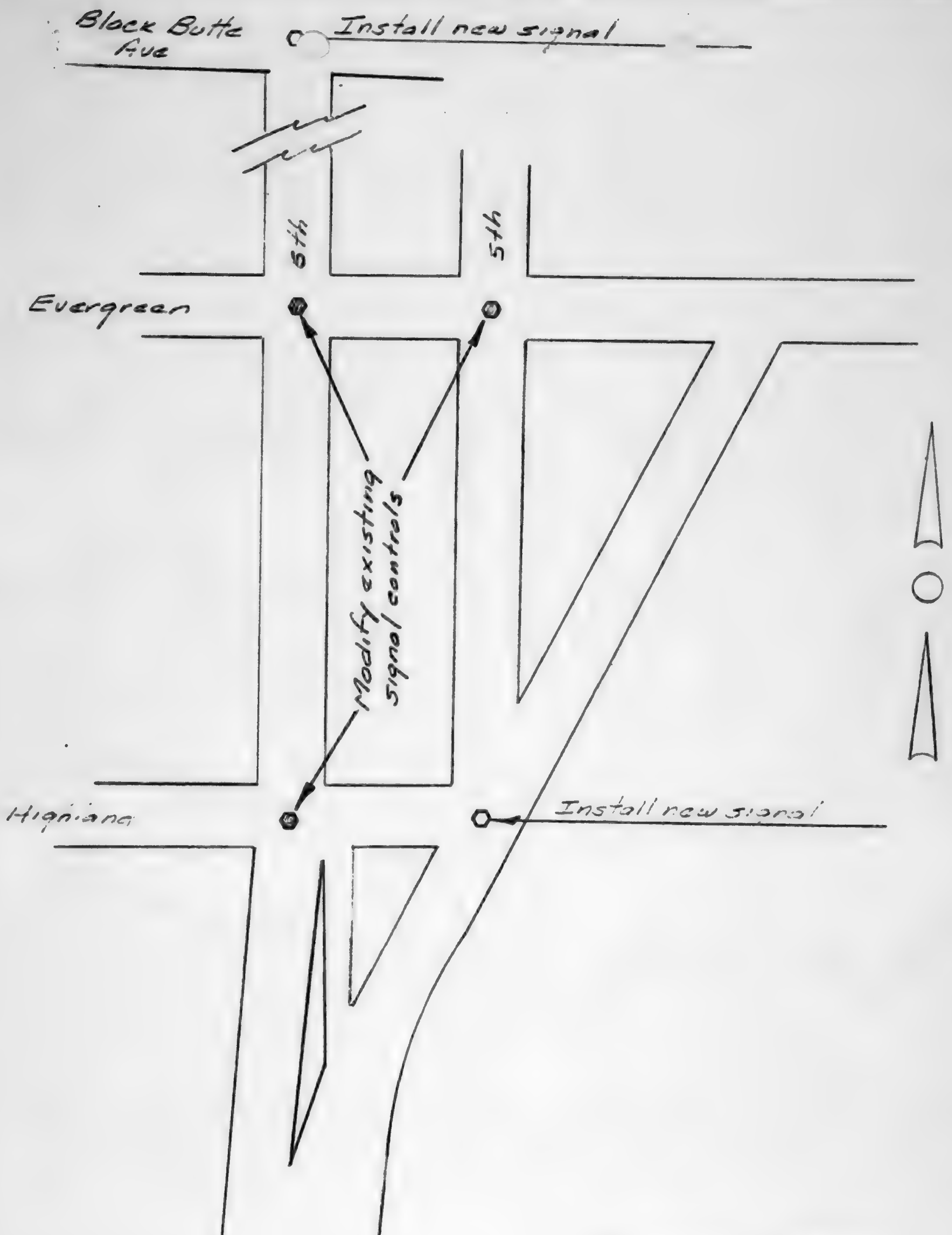
PROPOSED
PROJECT

MAPLE
LARCH
KINGWOOD
FAS 8708 SPUR
CENTRAL OREGON HOSPITAL
JACK PINE AVE
IVY AVE
HEMLOCK
GREENWOOD
CANYON
ELM
DOGWOOD
CEDAR
BEECH
FIRE STA
CANAL
OREGON
FAS 8705
ANTLER
FAS 8352
BLACK BUTTE
CASCADE
DESCHUTES
EVERGREEN
FOREST
GLACIER
HIGHLAND AVE
INDIAN AVE
JUNIPER
SALAMA
LAVA
OBSIDIAN
PUMICE
REINDEER
SALMON
TIMBER
VOLCANO WAY
WICKIUP
SW ZERO AVE
FAS 8703
FAS 8704
FAS 8709
FAS 8772
126
97
REDMOND HIGH SCHOOL
EDWIN BROWN SCHOOL
DESCHUTES COUNTY FAIRGROUNDS
MA LYNCH SCHOOL
JUNIPER GOLF COURSE
REDMOND ROBERTS FIELD
REDMOND CAVES
RAILWAY
OREGON TRUNK
THE DALLES-CALIFORNIA HWY NO. 4
SISTERS AVE
LAKE
W ANTLER AVE
E ANTLER AVE
KEY TO STREET PREFIX


US 97 S. Bnd
US 97 N. Bnd.
Approx. M.P. 0.18 Ochoco Hwy. (Exist.
Approx. M.P. 0.24 (Proposed)
Evergreen Ave.
Ochoco Hwy.
M.P. 0.00 Ochoco Hwy. (Exist.)
M.P. 121.29 U.S. 97 S. Bnd.
6th St.
5th St.
Highland Ave.
McKenzie Hwy.
M.P. 0.00 Ochoco Hwy. (Proposed)
M.P. 111.94 McKenzie Hwy.
(Terminus)
U.S. 97

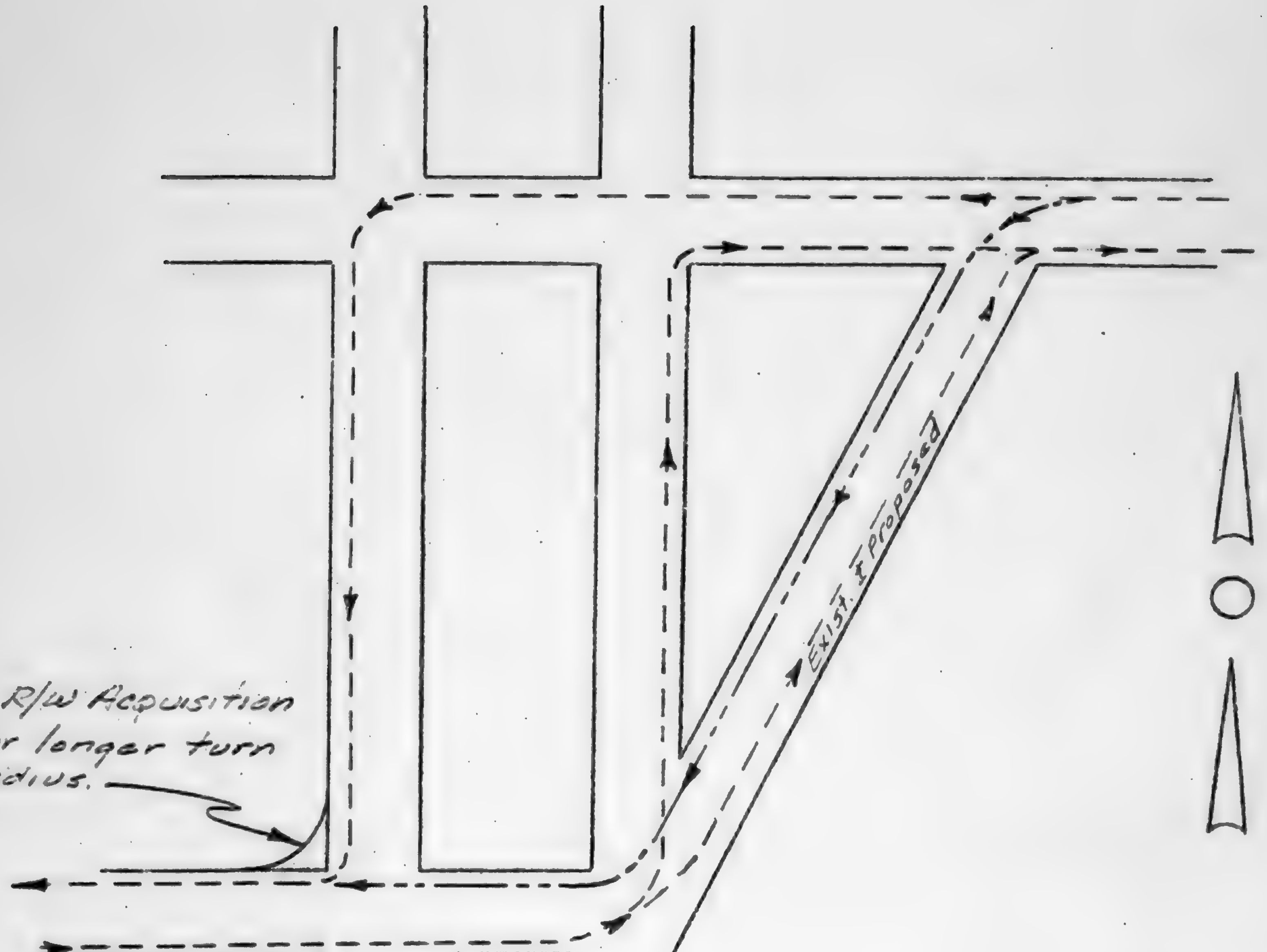
Redmond Reroute
Ochoco Hwy.
Rerouting

①


Black Butte Ave
Install new signal
5th
5th
Evergreen
Modify existing signal controls
Highland
Install new signal

Redmond Reroute
Signal Work

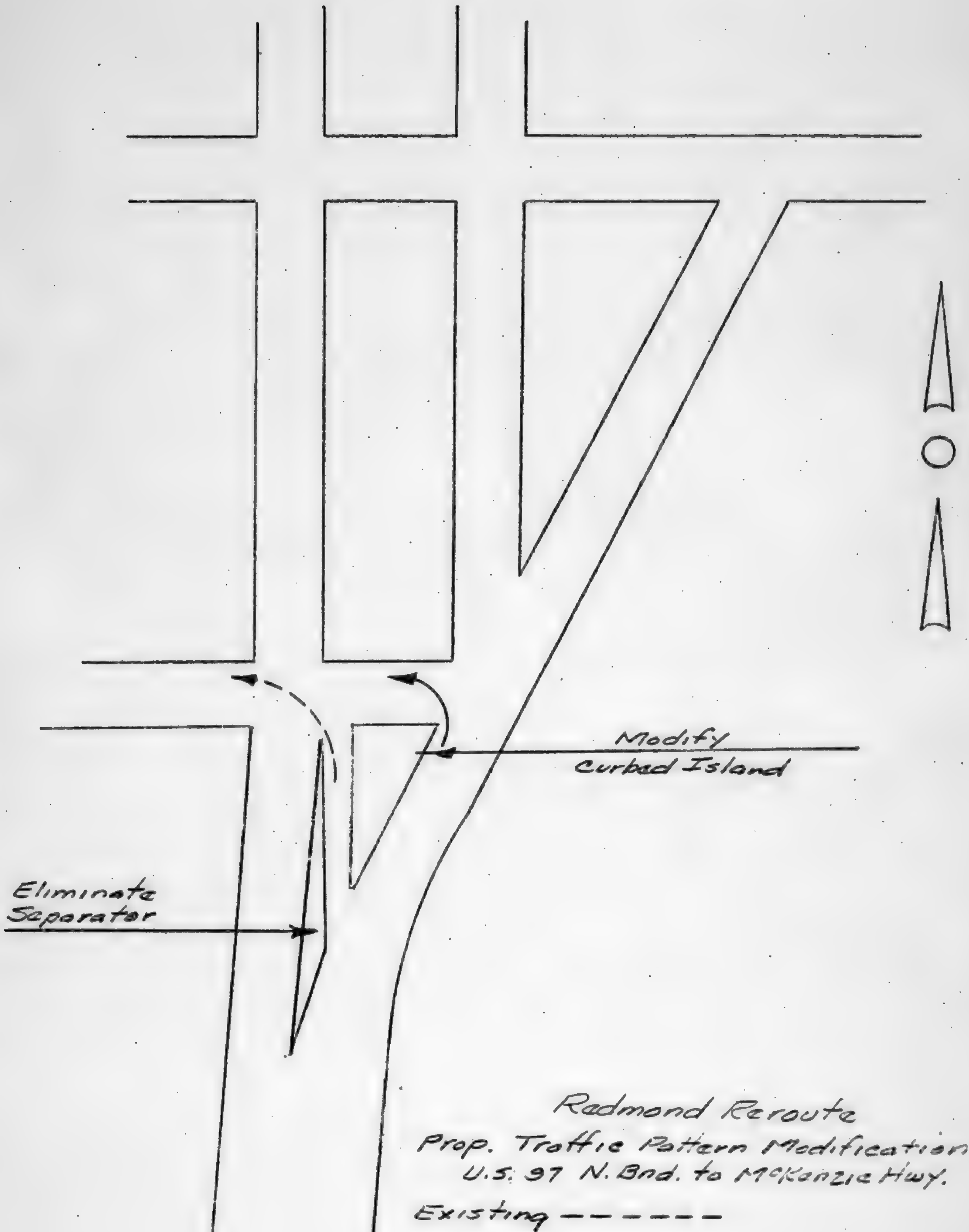
②


R/W Acquisition
for longer turn
radius.
Exist. ℄ Proposed

Redmond Reroute
Ochoco Hwy./McKenzie Hwy. Traffic Patt.

Existing – – – – – – – –
Proposed —·—·—·—·—

③

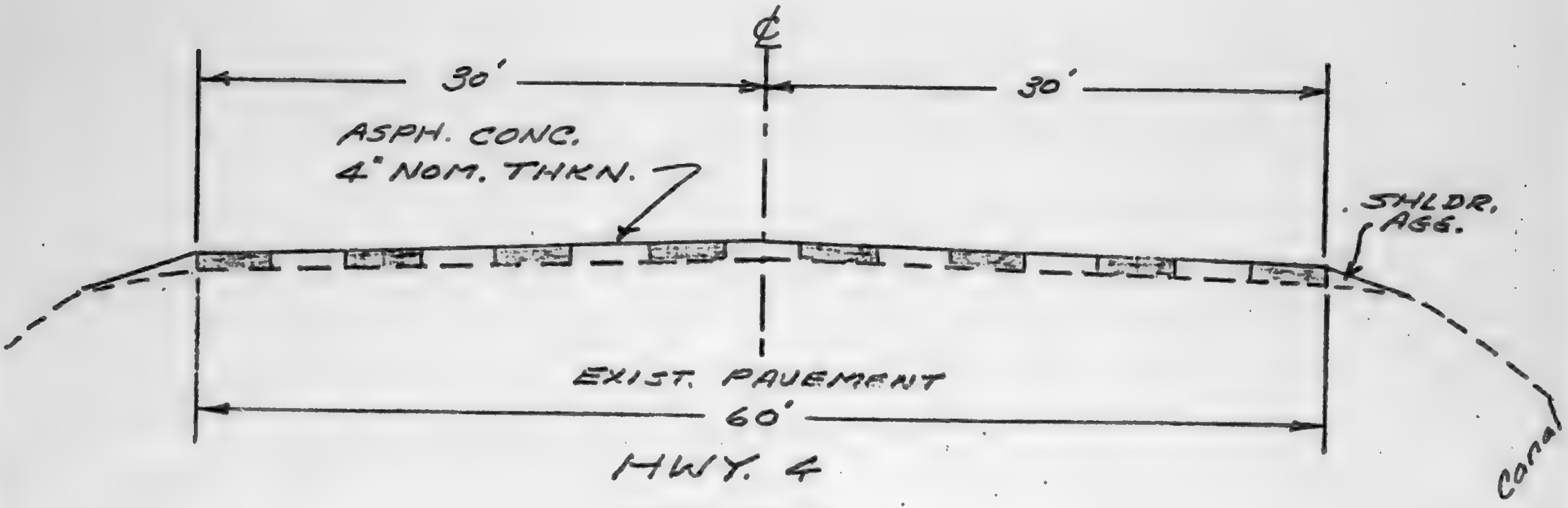

Modify
Curbed Island
Eliminate
Separator
Existing ------
Proposed ——

Redmond Reroute

Prop. Traffic Pattern Modification
U.S. 97 N. Bnd. to McKenzie Hwy.

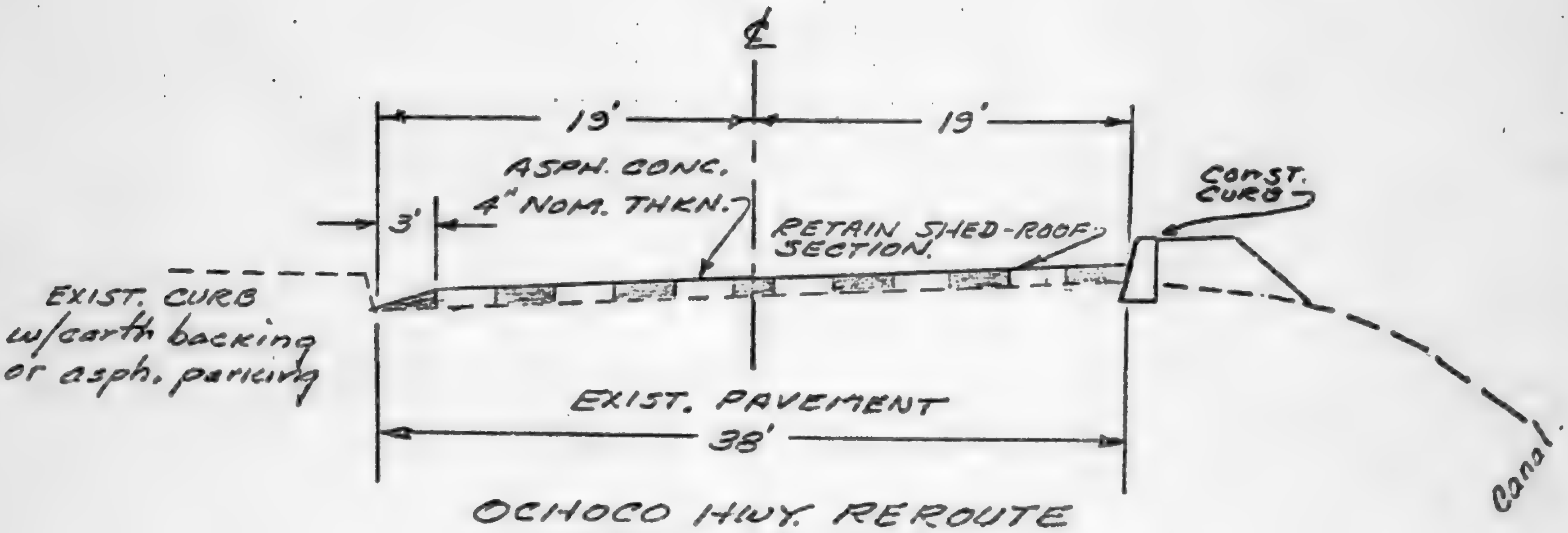
④

TYPICAL SECTIONS Sheet 1



℄
30'
30'
ASPH. CONC.
4" NOM. THKN.
SHLDR. AGG.
EXIST. PAVEMENT
60'
Canal

HWY. 4
M.P. 121.7
END OF PROJECT

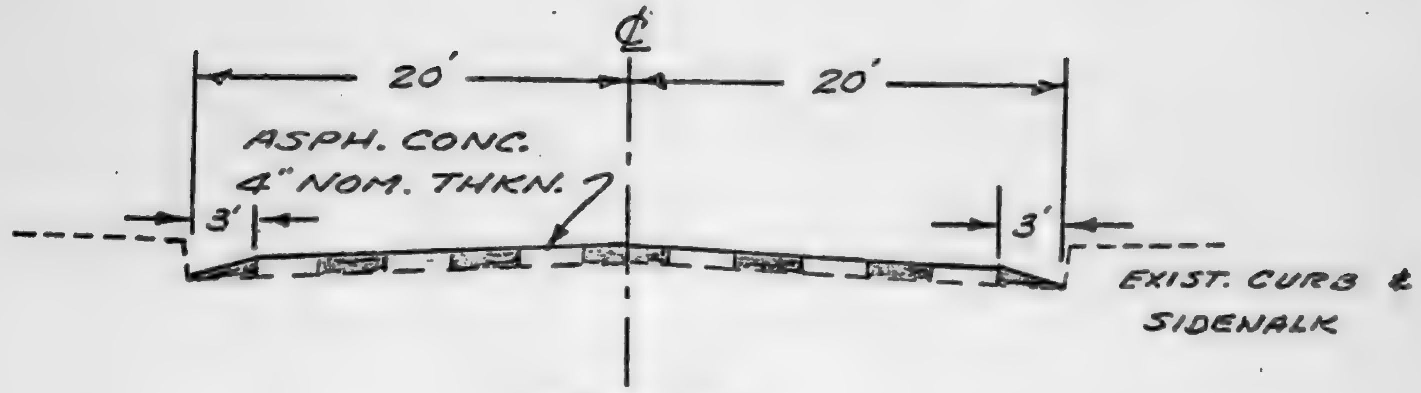


℄
19'
19'
ASPH. CONC.
4" NOM. THKN.
3'
RETAIN SHED-ROOF SECTION.
CONST. CURB
EXIST. CURB
w/earth backing
or asph. parking
EXIST. PAVEMENT
38'
Canal

OCHOCO HWY. REROUTE
M.P. 0.00 to M.P. 0.24

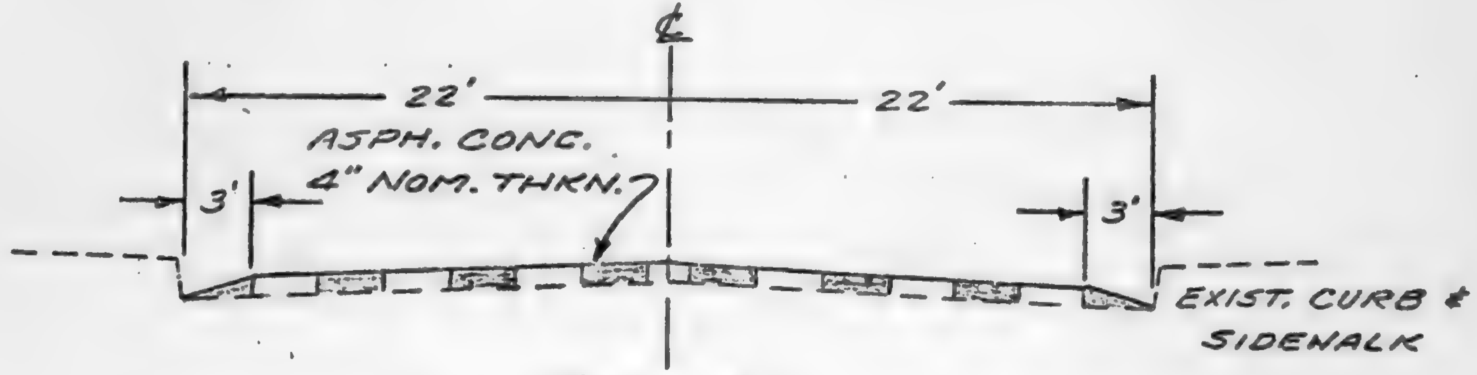
REDMOND REROUTE
OCHOCO HIGHWAY
DESCHUTES COUNTY
NOV., 1982

TYPICAL SECTIONS Sheet 2

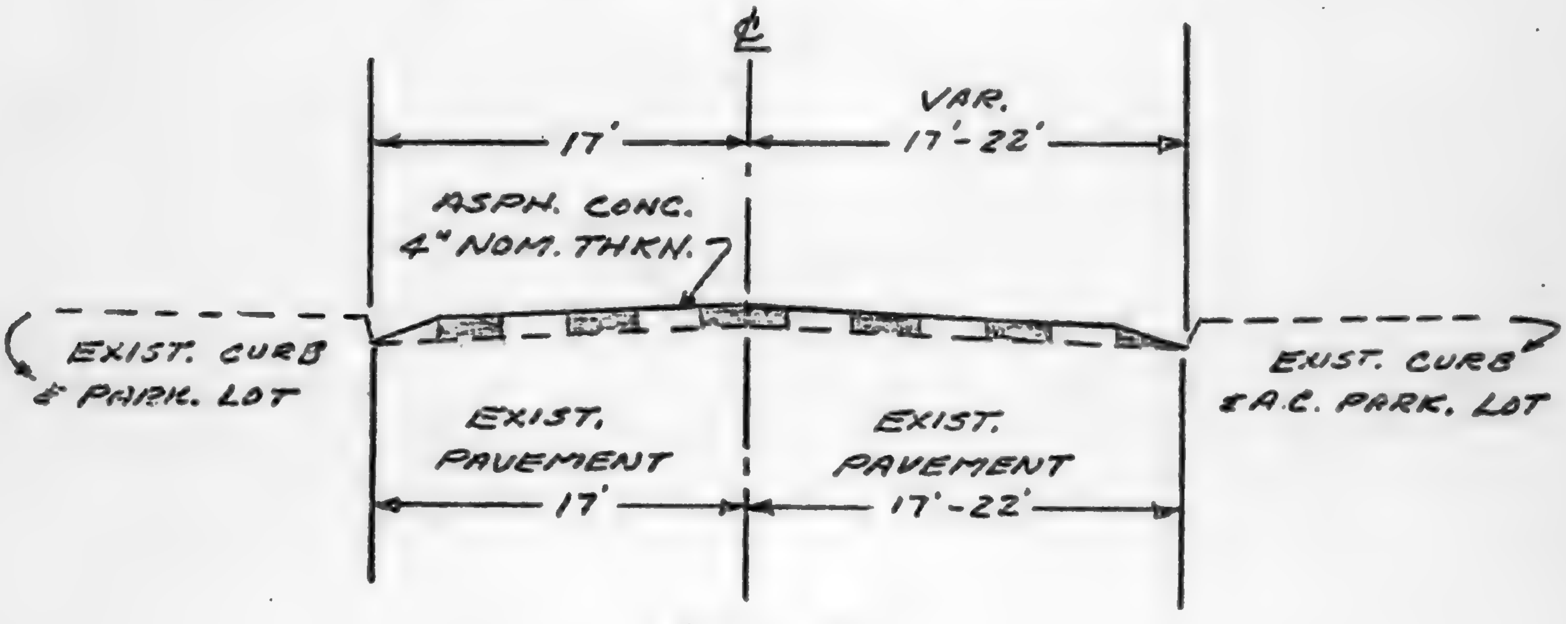

℄
20'
20'
ASPH. CONC.
4" NOM. THKN.
3'
3'
EXIST. CURB &
SIDEWALK

HWY. 4
5TH. ST & 6TH. ST.
BETWEEN GLACIER & HIGHLAND AVES.

(Consider signals @ both 5th & 6th on Highland (sensors) when designing A.C. tapers into Glacier).


℄
22'
22'
ASPH. CONC.
4" NOM. THKN.
3'
3'
EXIST. CURB &
SIDEWALK

HWY. 15
BETWEEN 6TH. ST. & 7TH. ST.


℄
17'
VAR.
17'-22'
ASPH. CONC.
4" NOM. THKN.
EXIST. CURB
& PARK. LOT
EXIST. CURB
& A.C. PARK. LOT
EXIST.
PAVEMENT
17'
EXIST.
PAVEMENT
17'-22'

HWY. 15
BETWEEN 5th ST. & 6th ST.

REDMOND REROUTE
OCHOCO HWY.
NOV., 1982

10,058

Tra 7-4-16
Redmond

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-88-1(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-7-83

4. PROGRAM NO.

5. ITEM NO. 40104

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S ✓
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO files
FOR ______

7. DATE AUTHORIZATION EFFECTIVE 12/7/83

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:
Redmond Reroute Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $53,000
FF $46,719

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 11/29/83.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 12 83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/7/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

.10,358

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mainor Holmes
Program Management

DATE: October 3, 1983

FROM: John R. Hagedorn JRHagedorn
Region Federal Aid Specialist

SUBJECT: Redmond Reroute agreement

Per our phone conversation last week I am listing the various obligations that should appear in the PE/Con.-Fin. agreement.

City: Assume jurisdiction of Evergreen Ave. from Sixth Street to Canal Blvd.

Responsibility for entire costs of any sidewalks to be constructed under the project.

Restrict parking at selected locations.

State: Assume jurisdiction of Canal Blvd. from Fifth Street to Evergreen Ave--redesignate as Ochoco Hwy (#41).

Conduct the P.E. and administer the construction, R/W acquisition, private utility relocation/adjustment.

City and State to equally share the match-money responsibility.

I am enclosing two of Dale Allen's letters that will give you a little better insight of what we are doing. Anything else--please phone.

JRH:br

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
OCT 4 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Holmes
FOR ______

10,028 [illegible]

[illegible]
Redmond

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
JUNE 22, 1983
cc: FHWA
State Highway Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg.(4)Engr: D.D. Allen
Dis.(10)Engr.: R. Lammer

CONCLUSIONS

NOTED
H.S.COULTER

APPLICANT: Dept. of Transportation - Hwy Division

PROJECT TITLE: Redmond Reroute Section - Ochoco Hwy

DATE: June 14, 1983 DESCHUTES CO.

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 830518-125-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732   97310

INTERGOVERNMENTAL RELATIONS DIVISION
JUN 06 1983

PNRS STATE REVIEW

Project #: OR 830518-125-2   Return Date: JUN 10 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has Adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☑ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands   By Liz H.

PNRS #2   Phone Number 8-3059

10,059

Sia 7-4#1
Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO

Date: May 13, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

NOTED
H.S. COULTER

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 10
Section: Redmond Reroute Section
Highway: Ochoco Hwy. State Route 126
County: Deschutes

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 20, 1983.

JLG:bks
Attachments

bc:
- D.E. Wilken, FHWA
- H.S. Coulter ✓
- R.N. Bothman
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Cam Gilmour
- W.J. Hart
- Reg. 4 Engr.: D.D. Allen
- Dis. 10 Engr.: R.L. Lammert
- Aeronautics Division
- David Powers, Parks
- J.L. Gaither

RECEIVED
STATE HWY ENGR
MAY 17 '83
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 Redmond Reroute Section			
11	12] PROJECT LOCATION—CITY Ochoco Hwy. State Route 126	PROJECT LOCATION—COUNTY Deschutes	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Reroute the Ochoco Highway over Canal Blvd. between intersection

06 12] of Highland Ave. and intersection of Evergreen Ave. to relieve downtown [71

07 12] congestion caused in part by considerable truck traffic. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
518,000		70,000			588,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: May 13, 1983

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 June	43] DAY [44 20	45] YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 13, 1983

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION REDMOND REROUTE (Rerouting the Ochoco/McKenzie Hwy. Connection)	REGION 4

ESTIMATED RIGHT-OF-WAY IMPACTS

One small parcel (0.01 acre) is needed at the northwest corner of 6th Street and Highland Avenue to increase the turn radius there. No impacts are forecast.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Minimal impact is expected. No direct impacts, e.g. land use conversions, would result. Indirect impacts, e.g. noise, congestion, commercial exposure, etc., would relate to lessening traffic on Evergreen and Sixth and increasing traffic on Highland and Canal. Such impacts, if any, are not expected to be substantial. The maximum noise increase, which would be on Highland between 5th and 6th Streets, would be on the order of 3 dBA.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

See attachment.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. Project is in an urban setting; proposed construction is minimal.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

As many as 30 parking spaces would be removed on Canal Boulevard which could cause controversy, but such parking is thought to be lightly used.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The very small amount of right-of-way, the relative lack of construction activity, and the lack of direct impacts preclude a need for further environmental documentation.

OTHER DOCUMENTATION

PREPARED BY X John Hagedorn/Eb Engelmann	TELEPHONE NUMBER 388-6185/ 378-8486	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

Attachment

Estimated Impact on Traffic Volumes, Flow Patterns and Safety:

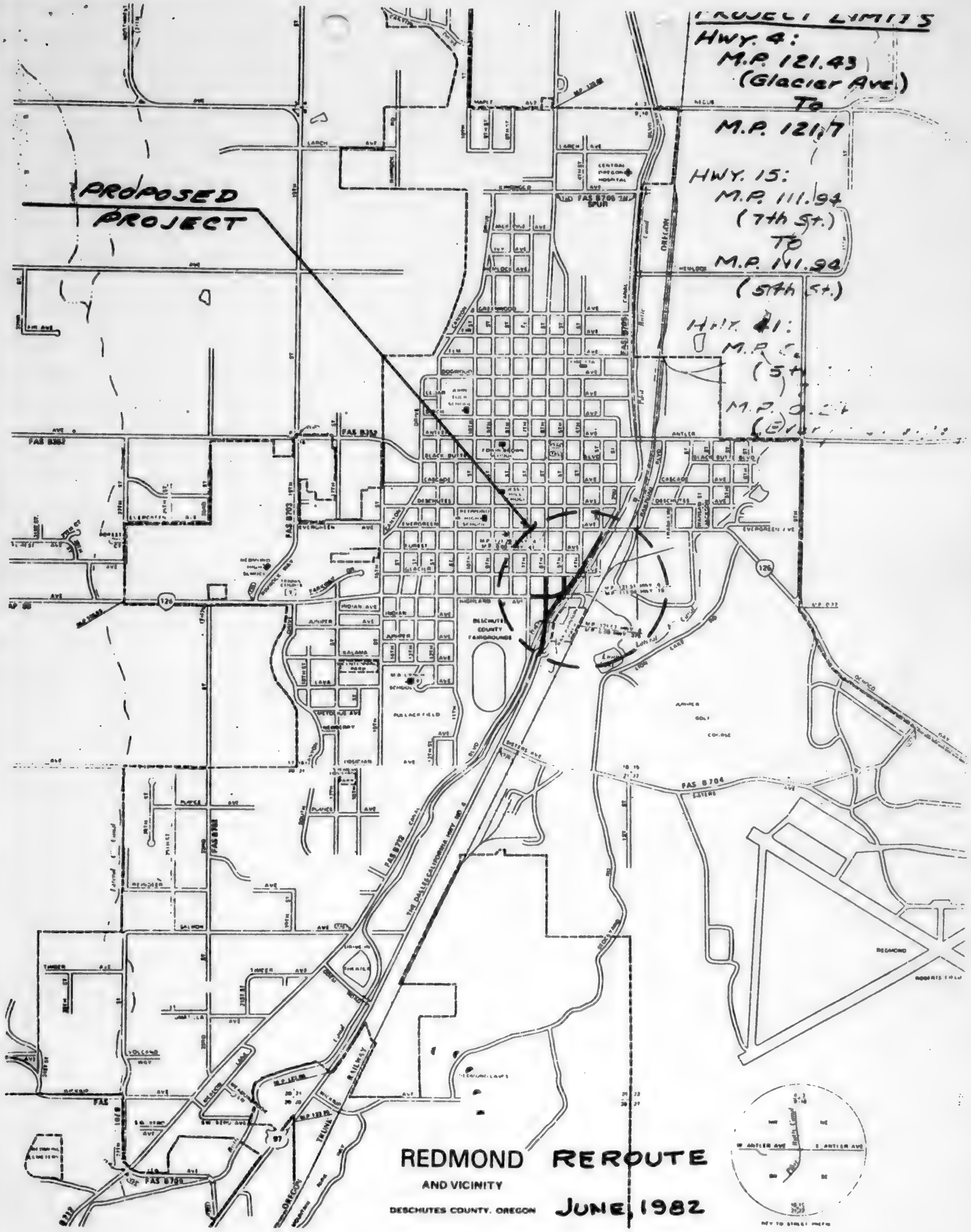
A. Predicted traffic changes are as follows:

1. Evergreen, between 5th Street and 6th Street, would lose about 1100 vehicles per day (vpd) upon project completion.
2. Sixth Street, between Evergreen and Highland, would lose about 1100 vpd.
3. Highland, between 5th and 6th, would gain about 2600 vpd.
4. Canal Boulevard, between Highland and Evergreen, would gain about 1300 vpd.
5. Fifth Street, between Evergreen and Highland, would lose about 200 vpd.

B. Average Daily Traffic (ADT's) on these same segments, upon project completion are forecast as follows:

1.	Evergreen	2700 vehicles
2.	Sixth	8200 vehicles
3.	Highland	5400 vehicles
4.	Canal	3300 vehicles
5.	Fifth	7300 vehicles

C. The project, which would also upgrade signals in addition to rerouting traffic, would shorten, make more direct, and simplify traffic connections between the Ochoco and McKenzie Highways. Truck traffic, in particular, would benefit by shortening the route and removing the degree of curvature in required turns.


PROPOSED PROJECT
DESCHUTES COUNTY FAIRGROUNDS
REDMOND
FAS 8704
THE DALLES-CALIFORNIA HWY NO. 4
OREGON TRUNK RAILWAY
ANTLER AVE
EVERGREEN AVE
HIGHLAND AVE
GLACIER AVE
CASCADE AVE
DESCHUTES AVE
126
97

PROJECT LIMITS

Hwy. 4:
M.P. 121.43
(Glacier Ave)
To
M.P. 121.7

HWY. 15:
M.P. 111.94
(7th St.)
To
M.P. 111.94
(5th St.)

Hwy. 41:
M.P. [illegible]
(5th [illegible])
M.P. [illegible]
(Ev[illegible]

REDMOND REROUTE
AND VICINITY
DESCHUTES COUNTY, OREGON
JUNE, 1982

10,058

Sia 7-4-4
Redmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

May 11, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Redmond Reroute
Ochoco Highway
Deschutes County
F-88(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
May 19, 1983

CMG:lb

Attachments (4)

CONCUR
for Division Administrator 5/18/83 Date
FHWA OREGON DIVISION

cc:
J. B. Boyd
J. H. Versteeg
Keats Oliver
L. E. George
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
Dale Allen
John Hagedorn
Rolland Van Cleave
Robert Lammers

RECEIVED
MAY 12 1983
OREGON DIVISION

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION REDMOND REROUTE (Rerouting the Ochoco/McKenzie Hwy. Connection)	KEY ID # REGION 4

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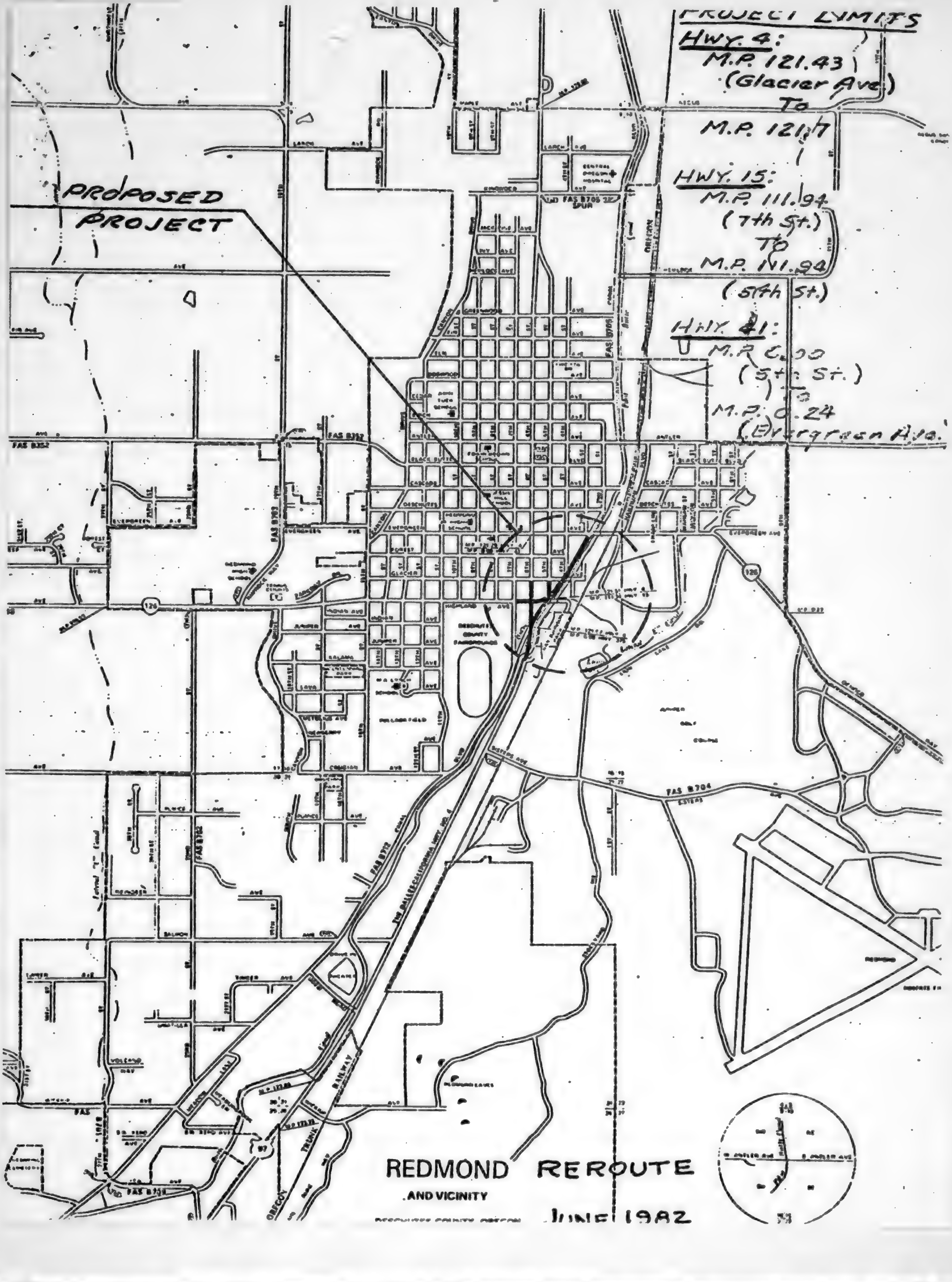
PROJECT LIMITS
HWY. 4:
M.P. 121.43
(Glacier Ave)
To
M.P. 121.7
HWY. 15:
M.P. 111.94
(7th St.)
To
M.P. 111.94
(5th St.)
HWY. 41:
M.P. 0.00
(5th St.)
To
M.P. 0.24
(Evergreen Ave.)
PROPOSED
PROJECT
FAS 8352
FAS 8703
FAS 8704
FAS 8705
126
97
REDMOND REROUTE
AND VICINITY
DESCHUTES COUNTY OREGON
JUNE 1982

10,058

PRE #9

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: October 11, 1982

FROM: Dale D. Allen
Region Engineer

SUBJECT: Redmond Reroute
Evergreen Avenue-Highland Avenue (Redmond) Section
Canal Blvd - 6-Year Plan No. 417, FY 1985
Ochoco Highway

ROE RE ROE PLA FAE
RTE RECEIVED GED
RUE OCT 11 1982 RDE
RSO REGION 4 RAE
ASSIGNED Hagedorn

A meeting with the City of Redmond was held to discuss the above project. This meeting was held in the City Council Chambers at 10 a.m., Monday, October 11, 1982. Those in attendance were as follows:

Robert McWilliams	City Manager
Carol Wells Connell	City Planner
Jerry Knipple	Director of Public Works
Speed Durgen	Chief of Police
Hoy Fultz	Fire Chief
Dale Allen	Region Engineer
John Hagedorn	Region Federal Aid Specialist
John Holcomb	Region Traffic Supervisor

This was a follow-up meeting with the City to discuss their position on the project. McWilliams said that he has discussed this with the Council. The Council is in agreement that we should proceed with the project as soon as possible. He will write us a letter to that effect. As it now stands, the project concept consists of the following:

1. Overlay Canal Blvd. between Evergreen and Highland.

2. The State will relocate the Ochoco Highway to this alignment.

3. City will assume maintenance of that portion of Evergreen between Sixth Street and Canal Blvd., which is the present alignment of the Ochoco Highway.

4. The State will install a traffic signal at the intersection of Fifth and Highland, rebuild the signal at Sixth and Highland, convert the existing signal controllers at Fifth and Evergreen and Sixth and Evergreen to solid state, and install a signal at Sixth and Black Butte Blvd. All signal controllers will be placed into a progressive system.

The tentative funding split on this project is for the City and State to split equally the Federal Aid match.

Upon receipt of the letter from the City, Hagedorn will prepare the project request data so the field survey can be completed this winter.

This is primarily a small "traffic signal/overlay" contract and if the necessary agreements and plans are completed in next few months we would likely request that this coop project be advanced to next summer/fall.

DA:mr

cc: Buzz Swan
Gary Potter
Bob Ewen
Bob Lammert
Wil Robertson
L. E. George

10 05[illegible]

Region Copy

Start File

PRE #9

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701 PHONE ~~382-1911~~ 388-6180

June 28, 1982

In Reply Refer to File No.:

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUN 28 1982 RDE
RSO REGION 4 RBE
ASSIGNED________

Bob McWilliams
City Administrator
City of Redmond
Redmond, OR 97756

RE: City/State Project
City of Redmond

Dear Bob:

In January of 1982, the Highway Commissioners adopted a Six-Year Highway Improvement Program which included the Ochoco Highway re-route and signal job.

The program stipulates (see page 47) that this project "has been identified for further development and negotiation for joint financing". Our funding is programmed for FY 1985.

What we hope to accomplish at this initial meeting is to describe the project, identify why the project is needed, outline possible City/State obligation, and tentative time table.

Project Description: Refer to map plus possible option of signal at Black Butte and Sixth to improve traffic progression on Sixth.

Need: From State standpoint the project will provide shorter and less circutious route for US 126 through Redmond. From City standpoint, project will reduce volume of large trucks and through traffic at Sixth and Evergreen.

Suggested City Obligation: Obtain R/W, share equally on FA match, assume section of Evergreen and pay for any sidewalks.

Timetable: Earliest state could have job ready to contract is next summer. Uncertain if funds would be available prior to July, 1983.

Yours very truly,

Dale Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr
encl

City needs description - County Search -

Form 734-3122 (Rev. 9-78)

1985 Umpqua R. Br. Sec, Bullock 10,059
Rd. N.W. of Sutherlin
(gr, pav, strs)

C+A 7938 10-26-83
C&A 12,029 5-9-85, 5-5-86, 2-20-85,
9-16-83

10,059

Mailed 1-11-91

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 2, 1991

COUNTY: Douglas AGREEMENT NO.: 7938 PROJECT NO.: BROS 1000 (3&5)

CONTRACT NO.: 10059 SECTION: Umpqua River (Bullock) Br.

Preliminary Engineering C210-1938

	Participating	Nonparticipating
Project Manager	$ 159.19	
Consultant (OBEC)	115,525.00	
Final Design	196.64	
Bridge Design	350.25	
R/W Descriptions	441.93	
Audit Expense	82.90	
Location Section	10.57	
Program Section	60.32	
Specifications	1,168.36	
Encironmental	76.70	
Foundation Investigation	3,657.63	
Base Design	20.75	
Total P.E. Cost	$ 121,750.24	

Construction Prefix C10059

	Participating	Nonparticipating
Payment to the Contractor	$1,266,421.08	$ 1,031.74
Litigation Expense (OBEC)	6,258.85	
Litigation Expense (State)	410.47	
Audit Expense	479.44	
SF03 County Testing	1,454.13	
Consultant Eng (OBEC)	188,509.04	*68,064.24
State Engineering & Material Testing		*23,416.31
Interest on Final Payment		74.25
Total Construction Co	$1,463,533.00	$ 92,586.54

Summary

Participating P.E. Cost		121,750.24	
Participating Construction Cost		1,463,533.00	
Total Participating Cost			$1,585,283.24
Federal Funds			
P.E. (80%)	97,400.19		
Const. (80%)	1,170,826.40	(1,268,226.59)	
Subtotal			$317,056.65
Plus Nonparticipating Cost			92,586.54
Less County's Advance Deposits			
P.E. AD #84-13	$ 23,680		
Const. AD	153,160		
Const. AD #85-40	60,800		
Const. AD #85-51	65,700		
Const. AD #87-47	67,600		(370,940.00)
Balance Due from County			$38,703.19

MKS:fh

*Engineering cost over 15% of the Contract Amount are now participating county cost.

```
PAGE     1

                         JOB COST SUMMARY RUN ON  12-31-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 12/29/90
                             FOR EXPENDITURE ACCOUNT C10059

                                          CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C10059    000    010      001        0813                                    868.68
C10059    000    010      001        0814                                     32.45
C10059    000    010      001        0821                                    252.86
OBJ-DETAIL 001                                                             1,153.99

C10059    000    010      030        0813                                    133.42
OBJ-DETAIL 030                                                               133.42

C10059    000    010      130        3000                                     14.14
OBJ-DETAIL 130                                                                14.14

ACTIVITY   010                                                             1,301.55 SUBTOTAL

C10059    000    020      001        8030                                     48.88
OBJ-DETAIL 001                                                                48.88

ACTIVITY   020                                                                48.88 SUBTOTAL

C10059    000    040      001        0830   SF                               162.69
OBJ-DETAIL 001                                                               162.69

ACTIVITY   040                                                               162.69 SUBTOTAL

C10059    000    [redacted]                                                  [redacted]
OBJ-DETAIL 001

ACTIVITY   050                                                               [redacted]

C10059    000    205      001        3000                                    321.75
OBJ-DETAIL 001                                                               321.75

ACTIVITY   205                                                               321.75 SUBTOTAL

C10059    000    286      001        0812                                    403.36
OBJ-DETAIL 001                                                               403.36

ACTIVITY   286                                                               403.36 SUBTOTAL

C10059    000    899      001        0521                                      5.39
C10059    000    899      001        3015                                    106.07
C10059    000    899      001        8030                                     32.88
OBJ-DETAIL 001                                                               144.34

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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Construction office

+91.32 Avial Expense ✓

+7.11

LITIGATION EXPENSE ✓

10 059

12-31-90

```
                         JOB COST SUMMARY RUN ON  12-31-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 12/29/90
                            FOR EXPENDITURE ACCOUNT C10059
                                                CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--         ------ -------- ---------- ------ -----          -------       ----------
C10059     000    899      030        3015                                      79.55
 OBJ-DETAIL 030                                                                 79.55

C10059     000    899      146        8066                                       8.07
C10059     000    899      146        8213                                      43.55
 OBJ-DETAIL 146                                                                 51.62

C10059     000    899      220        3010                                  10,568.80
 OBJ-DETAIL 220                                                             10,568.80

C10059     000    899      302        R
 OBJ-DETAIL 302

C10059     000    899      504        7200                                       6.72
 OBJ-DETAIL 504                                                                  6.72

C10059     000    899      550        3000                                     115.50
C10059     000    899      550        3011                                       4.95
C10059     000    899      550        8213                                       9.00
C10059     000    899      550        8214                                     120.40
C10059     000    899      550        8215                                      88.00
 OBJ-DETAIL 550                                                                337.85

C10059     000    899      551        8214                                      52.00
 OBJ-DETAIL 551                                                                 52.00

C10059     000    899      555        0521                                      55.07
C10059     000    899      555        0531                                        .53
 OBJ-DETAIL 555                                                                 55.60

                                                                            11,296.48 SUBTOTAL
 ACTIVITY   899

C10059     000    900      001        3011                                   1,047.42
C10059     000    900      001        3015                                   2,095.29
C10059     000    900      001        3060                                     284.07
C10059     000    900      001        8022                                     225.75
C10059     000    900      001        8030                                   2,040.67
 OBJ-DETAIL 001                                                              5,693.20

C10059     000    900      030        3015                                      66.29
 OBJ-DETAIL 030                                                                 66.29

C10059     000    900      130        8030                                       9.93

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  12-31-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 12/29/90
                           FOR EXPENDITURE ACCOUNT C10059

                                          CREW   MSA          CURRENT         BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--       ------ -------- ---------- ------ -----         -------         ----------
C10059   000    900      130        9997                                      57.36
C10059   000    900      130        9999                                       3.43
OBJ-DETAIL 130                                                                70.72

C10059   000    900      134        8017                                      16.51
OBJ-DETAIL 134                                                                16.51

C10059   000    900      138        8030                                      88.00
OBJ-DETAIL 138                                                                88.00

C10059   000    900      470        8030                                     121.34
C10059   000    900      470        9997                                       3.96
OBJ-DETAIL 470                                                               125.30

C10059   000    900      504        7361                                       5.60
OBJ-DETAIL 504                                                                 5.60

C10059   000    900      548        3011                                      16.80
OBJ-DETAIL 548                                                                16.80

C10059   000    900      550        3000                                      42.86
C10059   000    900      550        3011                                      16.80
C10059   000    900      550        8030                                      44.40
OBJ-DETAIL 550                                                               104.06

C10059   000    900      551        8020                                        .18
OBJ-DETAIL 551                                                                  .18

C10059   000    900      598        0523                                 -23,408.26
C10059   000    900      598        3060                                     -96.88
C10059   000    900      598        8022                                    -225.75
C10059   000    900      598        8030                                  -2,040.67
OBJ-DETAIL 598                                                           -25,771.56

ACTIVITY   900                                                           -19,584.90 SUBTOTAL

C10059   000    901      001        0521                                       8.32
C10059   000    901      001        7420                                      21.48
C10059   000    901      001        7430                                     172.73
C10059   000    901      001        7460                                      22.56
OBJ-DETAIL 001                                                               225.09

C10059   000    901      134        7400                                       5.56

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  12-31-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 12/29/90
                          FOR EXPENDITURE ACCOUNT C10059
                                     CREW   MSA         CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--       ------ -------- ---------- ------ -----        -------      ----------
OBJ-DETAIL 134                                                             5.56

C10059   000    901      220        3010                              56,586.92
OBJ-DETAIL 220                                                        56,586.92

C10059   000    901      504        7361                                  24.30
OBJ-DETAIL 504                                                            24.30

ACTIVITY   901                                                        56,841.87 SUBTOTAL

C10059   000    914      001        3000                                  77.29
C10059   000    914      001        7700                                  20.84
OBJ-DETAIL 001                                                            98.13

ACTIVITY   914                                                            98.13 SUBTOTAL

C10059   000    920      001        0631                                 159.60
OBJ-DETAIL 001                                                           159.60

ACTIVITY   920                                                           159.60 SUBTOTAL

C10059   000    921      504        0521                                 282.20
OBJ-DETAIL 504                                                           282.20

ACTIVITY   921                                                           282.20 SUBTOTAL

C10059   000    940      001        8009                                 100.56
C10059   000    940      001        8020                                  92.17
C10059   000    940      001        8213                                 536.95
C10059   000    940      001        8214                                 681.93
C10059   000    940      001        8215                                 199.42
C10059   000    940      001        8221                                  63.05
C10059   000    940      001        8223                                  34.04
OBJ-DETAIL 001                                                         1,708.12

C10059   000    940      134        1000                                   4.50
OBJ-DETAIL 134                                                             4.50

C10059   000    940      548        8213                                  22.00
OBJ-DETAIL 548                                                            22.00

C10059   000    940      550        8213                                  12.00
C10059   000    940      550        8215                                  28.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     5

                         JOB COST SUMMARY RUN ON  12-31-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 12/29/90
                           FOR EXPENDITURE ACCOUNT C10059
                                             CREW   MSA         CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--       ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 550                                                              40.00

C10059   000    940      551        3011                                   941.00
C10059   000    940      551        3015                                 3,306.00
C10059   000    940      551        8002                                    86.00
C10059   000    940      551        8020                                     1.44
C10059   000    940      551        8033                                    39.00
C10059   000    940      551        8214                                   208.00
C10059   000    940      551        8215                                   686.00
C10059   000    940      551        9997                                 2,632.00
OBJ-DETAIL 551                                                           7,899.44

ACTIVITY   940                                                           9,674.06 SUBTOTAL

C10059   000    990      555        0531                                     2.37
OBJ-DETAIL 555                                                               2.37

ACTIVITY   990                                                               2.37 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                 61,396.16 ✓

C10059   001    900      131        9997                              [redacted]
OBJ-DETAIL 131

C10059   001    900      598        0523
OBJ-DETAIL 598
                                                                                    X
ACTIVITY   900

SUB-JOB    001 SUBTOTAL

C10059   010    201      300        8030                                 1,031.74 ✓
OBJ-DETAIL 300                                                           1,031.74

C10059   010    201      349        8030                                    74.24 ✓
OBJ-DETAIL 349                                                              74.24

ACTIVITY   201                                                           1,105.98 SUBTOTAL

C10059   010    899      302        R                                 [redacted]
OBJ-DETAIL 302

C10059   010    899      598        0631                                65,646.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  12-31-90
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 12/29/90
                      FOR EXPENDITURE ACCOUNT C10059

                                             CREW   MSA          CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--          ------ -------- ---------- ------ -----          -------          ----------
OBJ-DETAIL 598                                                                  65,646.00

ACTIVITY    899                                                                 65,466.00 SUBTOTAL  ✓ OBee Eng

C10059      010    900      598        3060                                   [redacted]
C10059      010    900      598        8022
C10059      010    900      598        8030
OBJ-DETAIL 598

ACTIVITY    900

SUB-JOB     010 SUBTOTAL                                                        68,935.28

C10059      011    010      001        0521                                          8.74
OBJ-DETAIL 001                                                                       8.74

ACTIVITY    010                                                                      8.74 SUBTOTAL

C10059      011    [redacted] 001      0500                                   [redacted]          ✓
OBJ-DETAIL 001

ACTIVITY    050                                                                       AL  ✓

C10059      011    055      001        0521                                          7.11
OBJ-DETAIL 001                                                                       7.11

C10059      011    055      334        8030   SF01                               6,258.85   Litigation
OBJ-DETAIL 334                                                                   6,258.85

ACTIVITY    055                                                                  6,265.96 SUBTOTAL

C10059      011    201      300        8030                                    ~~-1,013.34~~
OBJ-DETAIL 300                                                                 ~~-1,013.34~~

ACTIVITY    201                                                                ~~-1,013.34~~ SUBTOTAL

C10059      011    899      001        0521                                         24.91
OBJ-DETAIL 001                                                                      24.91

C10059      011    899      199        8030                                        581.59
OBJ-DETAIL 199                                                                     581.59

C10059      011    899      220        3010                                   190,313.80

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  12-31-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 12/29/90
                            FOR EXPENDITURE ACCOUNT C10059

                                           CREW   MSA        CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
OBJ-DETAIL 220                                                          190,313.80

C10059    011    899      300        8030                             1,267,434.42
OBJ-DETAIL 300                                                        1,267,434.42

C10059    011    899      302        R
OBJ-DETAIL 302

C10059    011    899      341        8030   SF02                          1,454.13
OBJ-DETAIL 341                                                            1,454.13

C10059    011    899      598        0631                               -65,646.00
OBJ-DETAIL 598                                                          -65,646.00

ACTIVITY   899                                                        1,394,162.85 SUBTOTAL

C10059    011    900      550        8042                                    28.00
OBJ-DETAIL 550                                                               28.00

ACTIVITY   900                                                               28.00 SUBTOTAL

C10059    011    901      001        0521                                    34.96
C10059    011    901      001        0522                                     8.74
OBJ-DETAIL 001                                                               43.70

C10059    011    901      220        3010                                 2,530.48
OBJ-DETAIL 220                                                            2,530.48

ACTIVITY   901                                                            2,574.18 SUBTOTAL

C10059    011    990      001        0521                                    19.13
OBJ-DETAIL 001                                                               19.13

ACTIVITY   990                                                               19.13 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                               1,402,136.84

EA         C10059 TOTAL                                               1,555,884.59


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

– 1,013.34 ✓

Douglas County ✓

Consultant

10,059

ORIGINAL

10-26-90

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building Salem Oregon 97303

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	FEDERAL AID PROJECT NO. BROS 1000 (5)
PROGRAM APPROVED	VOUCHER PERIOD From: 05 01 85 To: 05 27 88

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
1,556,119.54	1,463,533.00	80.00	1,170,826.40	1.170,826.40	0.0

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ________ *State Highway Agency*

By ________ *Authorized Officer* 10/26/90 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ________

Amount Approved $ ________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

UMPQUA RIVER (BULLOCK) BRIDGE SECTION
BULLOCK ROAD (COUNTY ROAD)
DOUGLAS COUNTY

CONSTRUCTION
TYPE CODE X071 /X081
STRUCTURE (BR. NO. 16727)

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	**$1,266,421.08**
LITIGATION EXPENSE		
SFO 1 DEFEND AGAINST LITIGATION (OBEC)	ALL REQUIRED	6,258.85 ✓
STATE	ALL REQUIRED	410.47 ✓
CONSTRUCTION ENGINEERING		
OBEC CONSULTING ENGINEERS	ALL REQUIRED	$188,509.03
SFO 3 DOUGLAS COUNTY TESTING	ALL REQUIRED	1,454.13 ✓
TOTAL PARTICIPATING ENGINEERING		**189,963.16**
MIS. PROJECT COST		
AUDIT EXPENSE	ALL REQUIRED	479.44 ✓
TOTAL PARTICIPATING COST		**1,463,533.00**
NON-PARTICIPATING PROJECT COST		
FINAL CONTRACT PAYMENT SUMMARY	ALL REQUIRED	1,031.74 ✓
CONSTRUCTION ENGINEERING	ALL REQUIRED	$26,014.56
INTEREST ON FINAL PAYMENTS	ALL REQUIRED	74.24 ✓
OBEC ENGINEERS	ALL REQUIRED	65,466.00 ✓
TOTAL NONPARTICIPATING COST		92,586.54
TOTAL PROJECT COST		**$1,556,119.54**

BROS 1000 (5)

10,029

jc cc: OSHD (D 5

TATE COPY 0059

RECEIVED
STATE HWY ENGR
JUN 1 '88
6/3 REFER TO cc Construction
FOR

Info	Inves	R/D	D/R	Sign	Act	File

D. R. ADAMS

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT May 12, 1988	REPORT MADE BY 5-12-88 C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-1000(5)
COMPLETION DATE (Actual) Sept. 10, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY February 9, 1988	TIME ELAPSED 100 %	CONTRACT TIME 410 CD

LOCATION

Umpqua River Bridge Section of Bullock Road about 11 miles northwest of Sutherlin.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 16727 over the Umpqua River. Length: 720 feet. Roadway Width: 28 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Donald W. Thompson, Inc.

3. Contract Amount: $1,267,452.82

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 5/27/88	TITLE District Engineer	DATE 5/27/88

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,059

February 19, 1988

Industrial Indemnity Company
  of the Northwest
Bond Department
101 SW Main - Suite 1300
Portland, OR 97204

CON 5 - 10,059

Contract No. 10,059 awarded to Donald W. Thompson, Inc. for work on the Umpqua River Bridge Section of Bullock Road in Douglas County was completed on December 28, 1987, and accepted by the State Highway Division on February 9, 1988.

Final payment in the amount of $5,018.40 will be released to the contractor after February 24, 1988. The total contract amount is $1,267,452.82 including $14,730.56 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Donald W. Thompson, Inc.
P.O. Box 866
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
James J. Gix

10,059

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10059

TO: Commission Services

DATE: February 9, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10059, On Site Work Substantially Completed September 10, 1986

All Work Completed December 28, 1987

Project Umpqua River (Bullock Road) Bridge

Highway Bullock Road (County Road No. 57)

County Douglas

Type of Work Grade, Pave and Structure

Contractor Donald W. Thompson, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-19-88 Surety ltr. sent.

RECEIVED
FEB 10 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,059

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-69	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
PROJECT REPORT NUMBER	9-14-87	Project Number BROS-1000(5)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,542,475.00	$ 1,555,697.00
Federal funds	$ 1,179,876.00	$ 1,192,040.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 30, 1987

Federal-Aid Project No. BROS-1000(5)

Umpqua River (Bullock Road) Bridge Section
Bullock Road (County Road)
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X071/X081
Structure Br. No. 10727

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Mobilization (PA #6A)	Lump Sum	$ ---	---	$ ---	100%	$ 275.00
Clearing & Grubbing (PA #6B)	Lump Sum	---	---	---	100%	1,320.00
Increase Unit Price BI #12 (PA #6C)	---	1.10	---	---	1,944	2,138.40
AC Drainage Curb & Drain (PA #9A)	Lin. Ft.	7.00	---	---	74	518.00
Slotted Drain Elbow 9 Culvert Pipe	Lts.	2,134.00	---	---	100%	2,134.00
Seeding & Mulching (PA #9B)	Acre	1,100.00	---	---	100%	2,200.00
Defend Against Litigation (SFO #1)	---	---	---	4,500.00	---	8,700.00
Perm Pavement Striping (SFO #3)	---	---	---	---	---	437.02
				$ 4,500.00		$17,722.42

Increase	$ 13,222.42
Subtotal on Estimate of October 28, 1986	1,282,474.66
Subtotal	$1,295,697.08
Engineering	260,000.00
Total	$1,555,697.00

Length of Project ------------------- 0.14 mi.

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
Structure	117	$1,295,697.00	$1,036,557.00	$259,140.00
Consultant Engr.	117	194,354.00	155,483.00	38,871.00
Consultant Engr.		65,646.00	---	65,646.00
Total		$1,555,697.00	$1,192,040.00	$363,657.00

Group 1 = 100%
Contract No. 10,059
Prefix: 210-1938
Prefix: C10059

RLC:me

10,059

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-538 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10-27-86	State Oregon County Douglas Project Number BROS-1000(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 13, 19 85,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,457,772.00	$ ~~1,474,845.00~~ 1,542,475
Federal funds	$ 1,166,217.00	$ 1,179,876.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible] file

Oregon State Highway Division
Salem, Oregon October 28, 1986

Federal-Aid Project No. BROS-1000(5)

Umpqua River (Bullock) Bridge Section
Bullock Road (County Road)
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X071/X081
Structure (Br. No. 10727)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.75	326	$ 3,178.50	446	$ 4,348.50
1"-0 Aggregate Base	12.00	4,450	53,400.00	4,798	57,576.00
Guardrail Type 2A	20.00	200	4,000.00	275	6,000.00
Defend Against Litigation (SFO #1)	---	---	---	---	4,500.00
Testing by Douglas County (SFO #2)	---	---	---	---	3,000.00
			$60,578.50		$75,424.50

Increase	$ 14,846.00
Subtotal from Estimate of February 26, 1986	1,267,628.66
Subtotal	$1,282,474.66
Consultant Engineering	260,000.34
Total	$1,542,475.00

Length of Project ------------------ 0.14 mi.

SUMMARY OF FUNDS (80%)

Description	T E C	Federal Funds	County Funds
Structure	$1,282,474.66	$1,025,979.00	$256,495.66
Consultant Engr.	192,370.24	153,896.00	38,474.24
Consultant Engr.	67,630.10	---	67,630.10
TOTAL	$1,542,475.00	$1,179,875.00	$362,600.00

Group 1 = 100%
Contract No. 10059
Prefix: 210-1938
Prefix: C10059
Appn Code: 117

RHZ:me

10,059

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-5 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-1-86	State Oregon County Douglas Project Number BROS-1000(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,396,192	$ 1,457,772
Federal funds	$ 1,116,953	$ 1,166,217
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of MAR, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 26, 1986

FEDERAL AID PROJECT NO. BROS-1000(5)

UMPQUA RIVER (BULLOCK) BRIDGE SECTION
BULLOCK ROAD (CO. RD.)
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X071/X081
STRUCTURE (BR. NO. 16727)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.75	180	$ 1,755.00	326	$ 3,178.50
Temporary Conc. Barrier Reflec.	24.64	25	616.00	125	3,080.00
Structure Excavation	18.50	490	9,065.00	590	10,915.00
Structural Conc. Class 2200 (PA #3B)	63.95	---	---	92	5,883.40
Structural Conc. Class 3300 (PA #3C)	215.18	---	---	7	1,506.26
Reinforcement (PA #3D)	0.35	---	---	4,413	1,544.55
Test Drill Bents 2-5 (FA #1)	---	---	---	---	11,896.95
			$11,436.00		$38,004.06

Increase	$ 26,568.66
Subtotal from estimate of June 7, 1985	1,241,060.00
Subtotal	$ 1,267,628.66
Engineering	190,143.34
Total	$ 1,457,772.00

Length of Project	0.14 mi.
Federal Funds (80%)	$ 1,166,217.00
State Funds	0
County Funds	291,555.00
Total	$ 1,457,772.00

Group 1 100%
Contract No. 10059
Prefix: 210-1938
Prefix: C10059
Appn Code: 117
RLC:bkb

10,059

STATE COPY

TO BE COMPLETED BY FHWA 6-158	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-13-85	STATE Oregon COUNTY Douglas PROJECT NO. BROS-1000(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., "Umpqua River (Bullock) Br. Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-85	0.14
OTHER (Specify)		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,396,192.00	$ 1,116,953.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~XXX~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 13 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon June 7, 1985

Federal Aid Project No. BROS-1000(5)

Umpqua River (Bullock) Bridge Section
Bullock Road (Co. Rd.)
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code X071/X081
Structure (Br. No. 16727)

Mobilization	Lump Sum	All	Lump Sum	$ 118,100.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
Temporary Signs	Sq. Ft.	180	9.75	1,755.00
Temporary Barricades	Each	12	25.00	300.00
Temporary Guardrail Type 2A, Reflectorized	Lin. Ft.	113	27.00	3,051.00
Temporary Guardrail Type 3, Reflectorized	Lin. Ft.	13	40.00	520.00
Temp. Concrete Barrier, Reflectorized	Lin. Ft.	25	24.64	616.00
Moving Temporary Concrete Barrier	Lin. Ft.	25	4.32	108.00
Flaggers	Hour	500	16.00	8,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	2,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	5,400.00
Embankment in Place	Cu. Yd.	2,400	8.50	20,400.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	1,000.00
Obliteration of Roadway	Lump Sum	All	Lump Sum	1,200.00
1"-0 Aggregate Base	Ton	4,450	12.00	53,400.00
Class "B" or "C" Asphalt Concrete	Ton	1,080	35.50	38,340.00
18" Culvert Pipe	Lin. Ft.	5	30.00	150.00
Guardrail, Type 2A	Lin. Ft.	200	20.00	4,000.00
Guardrail, Type 3	Lin. Ft.	100	32.00	3,200.00
Guardrail Anchors, Type 1	Each	4	350.00	1,400.00
Guardrail End Pieces, Type C	Each	4	80.00	320.00
Extra for Asphalt Approaches	Each	4	250.00	1,000.00
Delineators, Type 2	Each	24	22.00	528.00

Delineators, Type 4	Each	52	12.00	624.00
Bridge Removal Work	Lump Sum	All	Lump Sum	74,040.00

Bridge No. 16727-Concrete Alterante "B"

Shoring and Cribbing	Lump Sum	All	Lump Sum	20,600.00
Structure Excavation	Cu. Yd.	490	18.50	9,065.00
Furnish Pile Drilling Equipment	Lump Sum	All	Lump Sum	54,000.00
Furnish Cast-in-Place Piling	Lin. Ft.	378	38.00	14,364.00
Structural Concrete, Class 2200	Lump Sum	(40) All	Lump Sum	2,558.00
Structural Concrete, Class 3300	Lump Sum	(960) All	Lump Sum	206,571.00
Structural Concrete, Class 4000	Lump Sum	(600) All	Lump Sum	91,040.00
Reinforcement	Lump Sum	(256,000) All	Lump Sum	89,710.00
140'/145' Bulb Tee Prestressed Beams	Each	30	12,908.50	387,255.00
Bearing Devices, Bents 1, 6	Each	12	1,107.00	13,284.00
Expansion Joints	Lin. Ft.	79	93.18	7,361.22
Guardrail Connections	Each	4	325.00	1,300.00
				$1,239,060.22

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,500.00
Roadside Seeding & Mulching	All Required		500.00
			$ 2,000.00
		Subtotal	$ 1,241,060.00
		Engineering	155,132.00
		Total	$ 1,396,192.00

Length of Project	0.14 mi.

Federal Funds (80%)	$ 1,116,953.00
State Funds	-0-
County Funds	279,239.00
Total	$ 1,396,192.00

Group 1 100%
Contract No. 10,059
Prefix No. 210-1938
Prefix No. 210-1036
Appn Code 117

RDF:bkb

10,059

May 7, 1987

PRO

Larry BusenBark
Administrative Services Officer
Douglas County
2586 N.E. Diamond Lake Blvd.
Roseburg, OR 97470

Dear Mr. BusenBark:

SUBJECT: Consultant Construction Engineering
Cost Over Federal 15% Limit

Thank you for your response on this matter. We have returned, to Jack Ayres, amendments on the Bullock Bridge and Calappoya Creek Bridge, but have already incurred substantial nonparticipating consultant construction engineering cost on these two projects and on Cow Creek (Starve Out Rd.) Bridge. Please submit an advance deposit to cover the nonparticipating construction engineering cost as shown below:

Project	Participating Project Cost	Consultant Fees	Nonpartipating Eng. Cost
Cow Cr. (Starve Out Rd.) BROS-1000(8)	$ 332,029	$ 69,100	$ 19,300
Calapooya Cr. Bridge RS-A401(2)	474,821	76,000	4,800
Umpqua River (Bullock) Br.	1,282,474	260,000	67,600
BALANCE DUE			$ 91,700

LP16
RECEIVED
8-3-87

Please submit your advance deposit in the amount of $91,700 by June 6, 1987. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachment
bcc w/AD #87-47, 87-48 & 87-49 - Jack Ayres, Region 3
Douglas Goldbach-Please return completed AD #87-47, 87-48 and 87-49 when advance deposit is received.

10,057

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
DEC 3 '86
REFER TO
FOR
Info Inves R/O O/R Sign Act File

December 3, 1986

In Reply Refer to File No.:
CON 5
10059

Donald W. Thompson Inc., General Contractors
1714 Hamilton
P. O. Box 866
North Bend, OR 97459

Re: Subcontractor's Claim
Umpqua River (Bullock Road) Bridge
Contract No. 10059
FAP No. BROS-1000(5)

NOTED
W. E. SCHWARTZ

We have thoroughly reviewed all of the information submitted by you on behalf of your subcontractor, DeWitt Construction, Inc., regarding their claim for additional compensation at Bent No. 1 on the above project.

Their claim is for an additional eight hours of drilling time at Bent No. 1, plus mobilization, casing and teeth. We are unable to determine where the eight additional hours of drilling time came from. A careful review of DeWitt's drill logs does not yield the answer. Their drill logs for August 6 through August 9, 1985, are blank pages with no information shown. The project called for drilling 10 holes and 10 holes were drilled. No additional compensation for mobilization is warranted. The casing and teeth cost support consists of a statement by DeWitt that, "Allowance for casing and teeth --- would probably add another $700.00." This is not satisfactory cost data.

We have reviewed and re-reviewed all the correspondence submitted in this matter. Mr. Rulien's letter to you on April 13, 1986, stated that, "Before any further consideration can be given to the monetary value of your claim at Bent No. 1, you must provide satisfactory information to support the additional costs you claim." His letter further advised you to submit this information to me for final disposition.

The information you have submitted is not satisfactory to support your claim and your claim is denied. This is the final disposition of this claim.

O. B. Jackmond
For C. O. Fredrickson, P.E.
Construction Engineer

COF:OBJ:mk
cc: Robert Parkhill, Douglas County
J. E. Bishop, OBEC
W. E. Schwartz
Larry Rulien

10,059

11-3-86

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-1000(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 3/20/84 To: 4/30/85

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117						
	$121,750.24	$121,750.24	80%	$97,400.19	$97,400.19	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 11/03/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	UMPQUA RIVER (BULLOCK) BRIDGE SECTION					
	COUNTY ROAD					
	DOUGLAS COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Work by O.B.E.C Consulting Engineers	All Required			$115,525.00	
	State	All Required			6,142.34	
	Total Participating Preliminary Engineering				**$121,667.34**	
	Misc. Project Cost					
	Audit Expense (Pre-award Evaluation)	All Required			$ 82.90	
	Total Participating Project Cost				**$121,750.24**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/3/86.					
	AMOUNT CARRIED FORWARD					

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11/28/86                                                            JOB COST SUMMARY
                                                          EA/  BJOB/ACTIVITY/OBJ-DETAIL CREW
                                                                PAYROLL CHARGES ARE LOADED

                                                            CREW         MSA
            EA        SUBJOB   ACTIVITY   OBJ-DETAIL       NUMBER       FIELD

         C2101938      011        900        001            0500
         C2101938      011        900        001            0500

         C2101938      011        900        001

         C2101938      011        900

         C2101938      011        901        001            0521
         C2101938      011        901        001            0521

         C2101938      011        901        001

         C2101938      011        901

         C2101938      011        921        504            0521
         C2101938      011        921        504            0521

         C2101938      011        921        504

         C2101938      011        921

         C2101938      011

         C2101938
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        JOB COST SUMMARY                                                                  PAGE        7
BJOB/ACTIVITY/OBJ-DETAIL CREW[illegible]MBER
  PAYROLL CHARGES ARE LOADED

       CREW       MSA                 CURRENT                          CURRENT
AIL    NUMBER     FIELD               MONTH                            BALANCE

        0500                                      7.84                            7.84
        0500                                      7.84                            7.84

                                                  7.84                            7.84

                                                  7.84                            7.84

        0521                                       .00                             .00
        0521                                       .00                             .00

                                                   .00                             .00

                                                   .00                             .00

        0521                                       .00                         282.20-
        0521                                       .00                         282.20-

                                                   .00                         282.20-

                                                   .00                         282.20-

                                                  7.84                         274.36-

                                                  7.84                         274.36-
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REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0700-008									
F04426 C2071943-000	2,795.29	337.43	2,795.29						
AGREEMENT TOTALS	2,795.29	337.43	2,795.29	80.00	32,800.00	2,236.23	.00		1,898.80
FED PROJ TOTALS	2,795.29	337.43	2,795.29		32,800.00	2,236.23	.00		1,898.80
FEDERAL PROJECT: BROS-0900-008									
F01579 C2091929-011	11,596.39	9,277.11	11,596.39						
AGREEMENT TOTALS	11,596.39	9,277.11	11,596.39	80.00	9,277.11	9,277.11	.00		.00
FED PROJ TOTALS	11,596.39	9,277.11	11,596.39		9,277.11	9,277.11	.00		.00
FEDERAL PROJECT: BROS-0900-009									
F01573 C09946 -000	4,087.30	331.60	4,127.36						
C09946 -001	73.15	.00	.00						
C09946 -010	26.84	.00	.00						
C09946 -011	61,172.15	51,897.43	61,158.93						
AGREEMENT TOTALS	65,359.44	52,229.03	65,286.29	80.00	52,229.03	52,229.03	.00		.00
FED PROJ TOTALS	65,359.44	52,229.03	65,286.29		52,229.03	52,229.03	.00		.00
FEDERAL PROJECT: BROS-0900-010									
F04377 C2091944-000	3,960.84	776.85	3,960.84						
AGREEMENT TOTALS	3,960.84	776.85	3,960.84	80.00	40,960.00	3,168.67	.00		2,391.82
FED PROJ TOTALS	3,960.84	776.85	3,960.84		40,960.00	3,168.67	.00		2,391.82
FEDERAL PROJECT: BROS-1000-003									
F01584 C2101938-011	121,750.24	92,420.00	121,750.24						

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-1000-003									
F01584									
AGREEMENT TOTALS	121,750.24	92,420.00	121,750.24	80.00	97,400.19	97,400.19	.00		4,980.19
FED PROJ TOTALS	121,750.24	92,420.00	121,750.24		97,400.19	97,400.19	.00		4,980.19
FEDERAL PROJECT: BROS-1000-004									
F01581									
C09892 -000	829.19-	72.53	829.19-						
C09892 -010	8.74	.00	.00						
C09892 -011	243,846.40	187,956.47	243,846.40						
AGREEMENT TOTALS	243,025.95	188,029.00	243,017.21	80.00	188,029.00	194,413.77	6,384.77	B	.00
F01585									
C2101939-011	1,616.30	1,293.04	1,616.30						
AGREEMENT TOTALS	1,616.30	1,293.04	1,616.30	80.00	1,300.00	1,293.04	.00		.00
FED PROJ TOTALS	244,642.25	189,322.04	244,633.51		189,329.00	195,706.81	6,384.77	B	.00
FEDERAL PROJECT: BROS-1000-005									
F01582									
C10059 -000	83,684.67	17,991.87	83,684.67						
C10059 -001	8.05	.00	.00						
C10059 -011	1,453,039.58	1,160,980.49	1,434,461.43						
C2101036-000	9.00	.18	9.00						
C2101036-001	1.16	.00	.00						
C2101036-011	224.79	902.46	224.79						
AGREEMENT TOTALS	1,536,967.25	1,179,875.00	1,518,379.89	80.00	1,179,875.00	1,214,703.91	34,828.91	B	.00
FED PROJ TOTALS	1,536,967.25	1,179,875.00	1,518,379.89		1,179,875.00	1,214,703.91	34,828.91	B	.00
FEDERAL PROJECT: BROS-1000-006									
F03776									
C2101942-000	2,085.37	1,597.01	2,085.37						
C2101942-011	56,156.22	44,996.26	56,156.22						

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
DESH RIVER (SHEEP) BRIDGE	CONT NO	* FA PROJ NOS SOS 0902001 100							STATE
	209	1991	296	00	N 9			8,412.80CR	
	209	1991	297	00	N 9			748.34	
	209	1991	298	00	N 9			7,664.46	
	209	1991	901	00	P 1			1,666.32	
	209	1991	905	00	P 1			1,083.00	
	209	1991	906	00	P 1			2,316.91	
	209	1991	911	00	P 1			45.15CR	
	209	1991	914	00	P 1			11.30	
	209	1991	918	00	P 1			734.19	
	209	1991	920	00	P 1			110.29	
	209	1991	921	00	P 1			1,337.92	
	209	1991	922	00	P 1			100.99	
	209	1991	923	00	P 1			198.07	
	209	1991	926	00	P 1			1,272.26	
	209	1991	927	00	P 1			149.46	
			TOT	P1				8,936.06	
			** JOB TOTALS **			**	**	8,936.06 **	
SPTC @ HOOKER RD(ROSEBG)	CONT NO	FA PROJ NOS RRS 000S021 100							STATE
	210	1924	296	00	N 9		82.92CR	82.92CR	
	210	1924	298	00	N 9		82.92	82.92	
	210	1924	905	00	P 1	.08CR	57.47	92.05	
			TOT	P1		.08CR	57.47	92.05	
			** JOB TOTALS **			.08CR**	57.47 **	92.05 **	
UMPQUA R (BULLOCK) BRIDGE	CONT NO	FA PROJ NOS BROS1000003 100							STATE
	210	1938	296	00	N 9	587.96CR	76,855.52CR	76,863.98CR	
	210	1938	298	00	N 9	587.96	76,855.52	76,863.98	
	210	1938	901	00	P 1	.72CR	159.19	159.19	
	210	1938	904	00	P 1	24,925.00	115,525.00	115,525.00	
	210	1936	905	00	P 1	8.16	196.64	196.64	
	210	1938	906	00	P 1	1.58CR	350.25	350.25	
	210	1938	910	00	P 1	1.53CR	441.93	441.93	
	210	1938	914	00	P 1	7.67	84.96	~~84.96~~	
	210	1938	915	01	~~P~~ 1 N	.37CR	82.90	82.90	[illegible] 81.73
	210	1938	918	00	P 1			10.57	
	210	1938	920	00	P 1	.28CR	60.32	60.32	-13.17
	210	1938	921	00	P 1	1,074.38	1,463.73	1,463.73	-282.20=1168.36
	210	1938	923	00	P 1	.34CR	76.70	76.70	
	210	1938	926	00	P 1	40.29	3,657.63	3,657.63	
	210	1938	932	00	P 1	.09CR	20.75	20.75	
			TOT	P1		26,050.59	122,120.00	122,130.57	
			** JOB TOTALS **			26,050.59 **	122,120.00 **	~~122,130.57~~ **	121,750.24 ✓
OAR CREEK BRIDGE #55-0.75	CONT NO	* FA PROJ NOS BROS1000004 100							STATE
	210	1939	296	00	N 9		6,074.79CR	6,074.79CR	

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                          JOB COST SUMMARY RUN ON  12-31-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 12/29/90
                            FOR EXPENDITURE ACCOUNT C2101938

                                            CREW   MSA        CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--          ------ -------- ---------- ------ -----        -------       ----------
C2101938 011     899       299          0100                             122,130.57 ***
OBJ-DETAIL 299                                                           122,130.57

ACTIVITY   899                                                           122,130.57 SUBTOTAL

C2101938 011     901       001          0521
OBJ-DETAIL 001

ACTIVITY   901                                                                      SUBTOTAL

C2101938 011     914       001          3000                                 -77.29
C2101938 011     914       001          7700                                 -20.84
OBJ-DETAIL 001                                                               -98.13

ACTIVITY   914                                                               -98.13 SUBTOTAL

C2101938 011     921       504          0521                                -282.20
OBJ-DETAIL 504                                                              -282.20

ACTIVITY   921                                                              -282.20 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  121,750.24

EA         C2101938 TOTAL                                                121,750.24

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,059

OREGON DEPARTMENT OF TRANSPORTATION

W LY REPORT FOR CONSTRUCTION OJECTS

HIGHWAY DIVISION

OBEC #8-92

PROJECT NAME (SECTION) Umpqua River (Bullock Road) Bridge		WEEK ENDING 09-30-86
		CONTRACT 210-1036 / E.A. C10059
HIGHWAY Bullock Road, Co. Rd. #57	COUNTY Douglas	F.A. PROJECT NO BROS-1000 (5)
CONTRACTOR Donald W. Thompson, Inc.	KIND OF WORK Grading, Paving, & Structure	DATE OF AWARD 06-03-85

PROJECT AUTHORIZATION		N.T.E. ENGINEERING		
CURRENT AUTHORIZATION	$ 1,480,492.75	AUTHORIZATION	$ 260,000.00	FIRST NOTIFICATION DATE 07-08-85
ESTIMATED PROJECT COST	$ 1,282,144.51	COST THIS WEEK	$ 1,000.00	ESTIMATED DATE OF COMPLETION OR 08-29-86
		TOTAL TO DATE	$ 260,000.00+	
ESTIMATED PERCENT OVERRUN/UNDERRUN	3.48 %	PERCENT OF AUTHORIZATION	102.07% %	SECOND NOTIFICATION DATE AND X

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
410 C.D.	N/A	3.5	406.5	96.59	yes

ESTIMATED SEMIFINAL SUBMITTAL DATE X

AVERAGE FORCE ON PROJECT THIS WEEK SUPERVISORS: 0 WORKERS: 2

PERCENT CONTRACT WORK COMPLETED 98.5 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	2,400 CY	4,500 ton	1,080 ton			
EST. CORRECTED QUANTITIES	2,400 CY	4,798.55 T	964.15 T	N/A	#16721	
EST. PERFORMED TO DATE	2,400 CY	4,798.55 T	964.15 T			
PERCENT PERFORMED TO DATE	100 %	100 %	100 %		97.0 %	

ACTIVITIES THIS WEEK: XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Mon: LABOR DAY HOLIDAY. No activity.

Tues: Class 3 refinishing and grooming of embankment.

Wed: Same....

Thur: Same....

Fri: Same....
Sat: Sacking of Pier 3 and 4.

	Mon	Tues	Wed	Thurs	Fri	Sat
Men/job:	DT-0 HOLIDAY	DT-4	DT-5	DT-5	DT-5	DT-2
Weather:	clear,hot	clear,hot	clear,hot	clear,hot	clear,hot	hot

PROJECT VISITORS: X

ACTIVITIES ANTICIPATED NEXT WEEK: X

1. Continue the class 3 refinishing and embankment and grooming.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS): X

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

OBEC
Gordon K.Drake

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,059

DeWITT CONSTRUCTION INC.
P.O. BOX 20938
PORTLAND, OR 97220 • (503) 257-8808
PILEDRIVING
SHORING
COFFER DAMS

N

Page one of two

RECEIVED
TATE HWY ENGR
AUG 21 '86
REFER TO
Fredrickson
FOR
Info ✓ | Inv | R/D | D.R | Sign | Act ✓ | File

Cy 8/25

August 19, 1986

Dan Thompson
D.W. Thompson, Inc.
P.O. Box 866
N. Bend, Oregon 97459

Chuck - I had telephone Conversation w/DeWitt 8/22/86. Advised him you rejected his claim @ bt#1 because the info was not adequate. Advised him that if he could justify 8hrs from his bidding documents to show he was misled by our foundation data that we could conside his claim. If he can do that he is to resubmit to you
WEB

Re: Claim for Umpqua River Bridge Project.

Dear Dan:

Today I received your letter transmitting Mr. C.O. Fredricksons letter of denial dated August 14, 1986.

It was very upsetting, especially the manner in which it was handled.

As you recall we met the claims review in Salem on December 3rd, 1985. At that time the most hostility to the claim was presented by Jerry Bishop of O.B.E.C. This is understandable as the Highway Department is O.B.E.C.'s good costumer therefore it is in there best interest to protect thier design and specifications. This is what they sell to the State. He can not be judged as a disinterested party. His input at the December meeting was perfectly proper and accepted. After that his participation should have been zero.

The claims review boards decision was that my claim on bent #6 was denied but that bent #1 had some merit. This was transmitted via. Mr. Ruliens letter of April 3, 1986. His letter further indicated that some compensation for the incorrect borings would be made upon my submittal of cost information submitted to Mr. C.O. Fredrickson.

I reluctantly accepted this on the anticipation of receiving some monies on bent #1.

I submitted my costs for bent #1 to Mr. Fredrickson on April 17, 1986. Some how Jerry Bishop got back into the act. His hostile approach is clearly evident in his concocted submittal of April 30, 1986. I do not beleive he is as inexperienced as his letter indicates.

DeWITT CONSTRUCTION INC.
P.O. BOX 209
PORTLAND, OR 97220 • (503) 257-8808
PILEDRIVING
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The problem was presented to the claims review board which is supposed to be unbiased. The initial decision presented by Mr. Rulien I thought was in this vein but some how it got back to a very partison person for a decision (Mr. Fredrickson's letter of 8-14-86, 2nd paragraph).

Mr. Fredrickson's letter of 8-14-86 states that J. Bishops letter of April 30, 1986 asked for further information. It did not ask for further information. Mr. Ruliens letter of April 3, 1986 did so ask. It was submitted in my letter of April 17, 1986.

DeWitt Construction, Inc. does not accept the decision received today. It was not a decision of the claims review board.

I have called Larry Ruliens today and briefly expressed my thoughts. He advised that he would look into it.

The claims review board has gotten out of step with it's procedure.

I herewith ask that the board be reconvened and we present our costs for thier decision prior to taking further action.

Sincerely

Wayne DeWitt

Wayne DeWitt
President

WD:kh
Encl:
cc: Dan Seifer

AUG 15 1986

Ou

send copy to Dewitt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
10059

August 14, 1986

Donald W. Thompson Inc., General Contractors
1714 Hamilton
P. O. Box 866
North Bend, OR 97459

Re: Claim Review
Umpqua River (Bullock Road) Bridge
Contract No. 10059

Our letter of April 3, 1986, to you from State Highway Engineer Larry Rulien denied your claim for additional compensation at Bent No. 6 and referred your claim for additional compensation at Bent No. 1 to me for final resolution upon receipt of satisfactory information to support the additional cost claimed. You subsequently transmitted to me the information provided by your subcontractor, DeWitt Construction.

Our review of the information provided indicates that no additional compensation is warranted at Bent No. 1. You were so advised by Mr. Jerry Bishop's April 30, 1986, letter which also stated that further documentation would be needed for any reconsideration. We have received no further documentation from you in this matter.

The final resolution for the claim at Bent No. 1 is that no additional compensation is justified and your claim at Bent No. 1 is denied.

Sincerely,

C. O. Fredrickson

C. O. Fredrickson, P.E.
Construction Engineer

COF:OBJ:mk

STATE OF OREGON

INTEROFFICE MEMO

Bob Aldrich
Region Construction Engineer

DATE: July 23, 1986

John Read

FROM: John Read
Project Manager

SUBJECT: Bent 1 Claim
Contract 10059
Umpqua River (Bullock Road) Bridge

On June 3, 1986 I received a letter from Jerry Bishop of O.B.E.C. In the letter Jerry denied Dewitt Construction, Inc.'s claim on bents 1 and 6. Also Donald W. Thompson, the prime contractor, was advised that additional documentation would be required before any further reconsideration would be made.

As of 7/22/86 no other claim documentation has been received by O.B.E.C. Therefore I concur with Jerry Bishop's recommendation that nothing be paid on the claim for bents 1 and 6.

I concur.

Bob Aldrich

Sent
cy O.B. Jackmond
7/25 OB

ROSEBURG REGION
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CONSULTING ENGINEERS

June 3, 1986

Mr. James J. Gix
Region Engineer, Region 3
Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

RE: Umpqua River (Bullock Road) Bridge
Contract No. 10,059
OBEC Job No. 8-92/406.2

Dear Sir:

We have reviewed the enclosed letter from Dewitt Construction Inc. dated April 17, 1986 which Mr. Dewitt submitted as documentation to support his equipment rental rates and hours at Bent No. 1. We do not believe that the information submitted is adequate to support the claim.

Dewitt Construction has never documented the 8 hours additional time at Bent 1. Their original claim was based upon the drilling time required for the hole which took the least drilling time and any hole which took longer must therefore be "extra". We do not believe that this constitutes a claim.

In fact, the enclosed correspondence from Dewitt would indicate that they do not have a claim at all. The information which Mr. Dewitt submitted as documentation indicates that they must estimate 0.30 hours of drilling time per foot. We arrived at 0.30 hr. per foot from Mr. Dewitt's documentation as follows:

Lump sum to Stach	$14,450
Less mobilization	-2,000
	12,450
Less casing and teeth	700
Quote for drilling	$11,750

$11,750 divided by $185/hr = 63.5 hours
63.5 hours divided by 210 L.F. = 0.3024 hr/ft.

Our records show that Dewitt Construction worked 44 hours at Bent 1 on August 6th through August 13th. In that time they drilled 145 L.F. of hole (pay quantity) for an average of 0.3034 hr/ft. Based upon their own documentation, this would indicate that it took them 0.145 hours longer at Bent

J

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CONSTRUCTION
SECTION

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244 COUNTRY CLUB ROAD • EUGENE,OR 97401 • (503) 683-6090

1 than planned. They have never explained how they arrived at the 8 extra hours they are claiming at Bent 1, but we believe that the documentation they have submitted not only does not substantiate the claim, but does just the opposite.

Also, we do not believe that Mr. Dewitt's claim for additional mobilization, drill bits or casing apply in this case either. Since they were apparently right on their estimate for drilling time, they must not have drilled a significant amount more than expected or used up more bits than expected. Casing was brought to the job-site on their first day in anticipation of having to case the holes anyway. We simply look at this as part of the job if that is what it takes to accomplish the work.

Based upon the documentation which Mr. Dewitt submitted, we could justify paying only 0.145 hr. x $185/hr = $26.82. Since this is not worth anyone's time to process a change order, we recommend that nothing be paid on the claim at Bent 1 as well as Bent 6.

We have already informed Donald W. Thompson, Inc. that we will need further documentation before we could reconsider.

Very truly yours,

Jerry E. Bishop

Jerry E. Bishop, P.E.
Chief Construction Engineer

JEB/sc

cc: John Read/with enclosure
O.B. Jackmond/with enclosure

10,059

Highway Division PRO

Gary A. Potter, Manager
Program Section

May 5, 1986

Ed Marges, Agreement Specialist
Program Section

Consultant Agreement
Supplement #1
Bullock Bridge
Douglas Co.-O.B.E.C.

MISC. CONTRACTS and
AGREEMENTS No. 12.029

The attached supplemental agreement has received the required pre-award audit evaluation, and the external Audit Unit has recommended their approval.

I have reviewed the agreement, found it in order, and recommend your concurrenc.

Please sign all 3 copies and return them to me for distribution.

EDM:bkb
Attachments

DeWITT CONSTRUCTION INC.
P.O. BOX 2093
PORTLAND, OR 97220 • (503) 257-8808
PILEDRIVING
SHORING
COFFER DAMS

May 5, 1986

Dan Thompson
Donald W. Thompson, Inc.
P.O. Box 866
N. Bend, Oregon 97459

Re: Umpqua River

Dear Dan;

Since our conversation on friday (5-12-86) I have received a copy of J. Bishops letter of April 30, 1986.

In the first place I do not see why at this time he is involved when the claims review board (letter of 4-3-86) stated that there was reason to grant us monies on Bent #1 extra work. The letter asked for information to substantiate dollars. The response was to be mailed directly to Mr. C.O. Fredrickson.

In the second place Bishops analogy is ridiculous. Using his method you would estimate all bridges by thier length. Site conditions, ect. would not be considered in your price.

At this point if my April 17, 1986 submittal is substantially approved I will accept it and forget any other action.

Sincerely,

Wayne D. DeWitt

Wayne DeWitt
President

WD:kh

OBEC CONSULTING ENGINEERS

April 30, 1986

Mr. Daniel L. Thompson, Vice President
Donald W. Thompson, Inc.
P.O. Box 866
North Bend, Oregon 97459

RE: Umpqua River (Bullock Road) Bridge
Contract No. 10059
OBEC Job No. 8-92/406.2

Dear Sir:

We have reviewed the enclosed letter from Dewitt Const., Inc. dated April 17, 1986 which Mr. Dewitt submitted as documentation to support his equipment rental rates and hours at Bent No. 1. We do not believe that the information submitted is adequate to support the claim.

Dewitt Construction has never documented the 8 hours additional time at Bent 1. Their original claim was based upon the drilling time required for the hole which took the least drilling time and any hole which took longer must therefore be "extra". We do not believe that this constitutes a claim.

In fact, the enclosed correspondence from Dewitt would indicate that they do not have a claim at all. The information which Mr. Dewitt submitted as documentation indicates that they must estimate 0.30 hours of drilling time per foot. We arrived at 0.30 hr. per foot from Mr. Dewitt's documentation as follows:

Lump sum to Stach	$14,450
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	12,450
Less casing and teeth	700
Quote for drilling	$11,750

$11,750 divided by $185/hr = 63.5 hours
63.5 hrs divided by 210 L.F. = 0.3024 hr/ft.

Our records show that Dewitt Const. worked 44 hours at Bent 1 on August 6th through August 13th. In that time they drilled 145 L.F. of hole (pay quantity) for an average of 0.3034 hr/ft. Based upon their own documentation, this would indicate that it took them 0.145 hrs longer at Bent 1 than planned. They have never explained how they arrived at the 8 extra hours they are claiming at Bent 1, but we believe that the documentation they have submitted not only does not substantiate the claim, but does just the opposite.

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Also, we do not believe that Mr. Dewitt's claim for additional mobilization, drill bits or casing apply in this case either. Since they were apparently right on their estimate for drilling time, they must not have drilled a significant amount more than expected or used up more bits than expected. Casing was brought to the job-site on their first day in anticipation of having to case the holes anyway. We simply look at this as part of the job if that is what it takes to accomplish the work.

We have never felt that Mr. Dewitt's claim was valid, and after reviewing his documentation we are even more convinced that this claim should be denied and that the integrity of the specification be upheld.

By copy of this letter to ODOT and Douglas County, we are again recommending that this claim not be paid at Bent 1 as well as Bent 6.

Please inform Mr. Dewitt that we will need further documentation before we could reconsider.

Very truly yours,

Jerry E. Bishop

Jerry E. Bishop, P.E.
Chief Construction Engineer

JEB/sc
Enclosure

cc: John Read
Bill Quinn
O.B. Jackmond
Dewitt Construction

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 21, 1986

In Reply Refer to
File No.:

CON

Robert J. Parkhill
2586 N. E. Diamond Lake Blvd.
Roseburg, OR 97470-3698

Re: Contractor Claim
Umpqua R. (Bullock Rd.) Bridge Section
Contract #10059

Your letter of March 31, 1986 to L. W. Rulien protesting action of the Claims Review Board on the subject contract has been referred to me for response.

This claim has not been settled. By letter of April 3, 1986, Mr. Rulien advised the contractor that the portion of his claim relating to Bent 6 was denied. Further, he asked for additional information to support the claim for extra compensation at Bent 1. At this time we have had no response from the contractor.

The contractor's total claim was for $8,800. The major portion of his claim related to Bent 6, with only $1,600± relating to Bent 1. If the contractor cannot adequately support his claim for the $1,600 at Bent 1, that portion of his claim will also be rejected.

In any event, no payment for this claim will be made without first consulting with Douglas County.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

cc: Larry Rulien
Jerry Bishop, OBEC

bc: Gary Potter
Don Adams
C. O. Fredrickson
J. B. Boyd
Bob Royer
Jim Gix
Larry Lindley
Ted Litchfield ✓
Jack Sollis

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ROAD DESIGN SECTION

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Form 734-3122

DeWITT CONSTRUCTION INC.
P.O. BOX 20938
PORTLAND [illegible]7220 • (503) 257-8808

**PILEDRIVING
SHORING
COFFER DAMS**

April 17, 1986

Mr. C.O. Fredrickson
1158 Chemeketa Street N.E.
Salem, Oregon 97310

cc: Don Thompson
Dan Seifer

Re: Claim Review
Umpqua River (Bullock Road) Bridge Section
Bullock Road (County Road No. 57)
Douglas County
Contract No. 10059
Project No. BROS-1000(5)

CE ___ CAE ___ RECEIVED SPC ___ TC ___
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OE ___ APR 21 1986 FE ___ CP ___
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EEO ___ FILE ___

Dear Mr. Fredrickson;

This work was more or less an equipment rental project. Documentation to support the costs are not readily available as our drill is the only one of it's type north of San Francisco and south of Tacoma, Washington.

We are enclosing a copy of a confirmation letter to Stach Construction for a similar O.S.H. project.

Other comparitive rental rates could be obtained by calling D.B. Murphy Company in Tacoma -- (206) 927-8510, or Case Pacific in San Francisco.

Using the rates quoted to Stach Construction as a basis, our extra costs for Pier #1 would be 8 hours at $185.00 per hour equaling to $1,480.00. Pro rate mobilization at $200.00 per hole adds another $800.00. Allowance for casing and teeth not included to Stach Construction would probably add another $700.00.

This amounts to $2,980.00. We ask that this amount be approved.

Thank you,

Wayne DeWitt
President

Encl: ✓
WD:kh

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

bc W. E. Schwartz
G. A. Potter
R. E. Royer
D. R. Adams
L. D. Lindley
C. O. Fredrickson
J. J. Gix
J. B. Boyd
✓T. W. Litchfield
Jack Sollis

IN REPLY REFER TO
FILE NO.:

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April 3, 1986

Daniel L. Thompson, Vice President
Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

Claim Review
Umpqua River (Bullock Road) Bridge Section
Bullock Road (County Road No. 57)
Douglas County
Contract No. 10059
Project No. BROS-1000(5)

Your claim on the above-captioned project was heard by the Claims Review Board on Friday, February 14, 1986, and as a result of the evidence presented at that meeting, the following resolution has been made.

Test Hole No. 1, drilled by the State at Bent No. 6, provided information that was substantiated by you when you drilled holes for piling on either side of that test hole. Inasmuch as the information provided in that test hole was accurate, you have no basis to claim you were misinformed by information shown on the plans for Bent No. 6. Therefore, there is no basis for additional compensation for work at Bent No. 6 and that portion of your claim is denied.

Test Hole No. 2, at Bent No. 1, provided information that was not substantiated by the holes you drilled which straddled the location of this test hole. Since the information portrayed by our test hole was not completely accurate, we conclude that you may have grounds for additional payment. However, in your previous correspondence you have not provided documentation to support your costs. Before any further consideration can be given to the monetary value of your claim at Bent No. 1, you must provide satisfactory information to support the additional costs you claim.

Please submit this information to our Construction Engineer, C. O. Fredrickson, at 1158 Chemeketa Street, N.E., Salem, OR 97310, for final disposition.

Wayne DeWitt

Larry Rulien
State Highway Engineer

cc Robert Parkhill, Douglas Co.
J. E. Bishop, OBEC Engineers
D. J. Seifer - Meier, Siefer & Stuart

Form 734-3123

CONSTRUCTION
INC.
P.O. BOX 209
PORTLAND, OR 97220 • (503) 257-8808
PILEDRIVING
SHORING
COFFER DAMS

December 20, 1985

Henry Stach
Stach Construction
P.O. Box 703
Grants Pass, Oregon 97526

Dear Mr. Stach;

We are pleased to confirm the following prices to Pre-bore approxamately 210 L.F. for the South Fork Little Butte Creek project.

Our price is based on one move in with you providing access, layout, and grade.

The average estimated length of the 24" diameter pre-bored holes is 21' each (Elevation 65).

We have excluded casing, backfill, or lean mix. Price of bond not included - add 1%. Retainage due sixty days after we complete our work.

Lump sum price :	$14,450.00
Hourly rate price:	$185.00 per hour and cost of teeth Plus $2,000.00 Mobilization.

Hours measured on a on job site basis.

As it is not our intent to offer the work on an hourly basis with a $14,450.00 maximum we need a decision either the hourly contract or the lump sum.

Thank you,

Wayne DeWitt
President
WD:kh

April 21, 1986

Robert J. Parkhill COM
2586 N. E. Diamond Lake Blvd.
Roseburg, OR 97470-3698

Re: Contractor Claim
Umpqua R. (Bullock Rd.) Bridge Section
Contract #10059

Your letter of March 31, 1986 to L. W. Rulien protesting action of the Claims Review Board on the subject contract has been referred to me for response.

This claim has not been settled. By letter of April 3, 1986, Mr. Rulien advised the contractor that the portion of his claim relating to Bent 6 was denied. Further, he asked for additional information to support the claim for extra compensation at Bent 1. At this time we have had no response from the contractor.

The contractor's total claim was for $8,800. The major portion of his claim related to Bent 6, with only $1,600± relating to Bent 1. If the contractor cannot adequately support his claim for the $1,600 at Bent 1, that portion of his claim will also be rejected.

In any event, no payment for this claim will be made without first consulting with Douglas County.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

cc: Larry Rulien
Jerry Bishop, OBEC

bc: Gary Potter
Don Adams
C. O. Fredrickson
J. B. Boyd
Bob Royer
Jim Gix
Larry Lindley
Ted Litchfield
Jack Sollis

WES:cm

DOUGLAS COUNTY ROAD DEPARTMENT

ROBERT J. PARKHILL, ROADMASTER
2686 N.E. DIAMOND LAKE BLVD.
ROSEBURG, OREGON 97470-3698
(503) 440-4270

Road Department Office
County Shop
(503) 440-4268

K. M. Karlinger
Maintenance & Operations Coordinator
(503) 440-4267

March 31, 1986

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Bldg.
Salem, OR 97310

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STAT HWY ENGR
APR 8 '86
REFER TO Pat
FOR
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K

Dear Mr. Rulien:

RE: Claim Review Board Meeting - February 14, 1986
Umpqua River (Bullock Road) Bridge Section
Bullock Road (County Road no. 57)
Douglas County
Contract No. 10059
Project No. Bros-1000(5)

I have received the final draft of the Claims Review Board's decision of the above referenced claim from Ted Litchfield along with a request for comments.

Douglas County does not agree with the Board's findings and contends the claim should be disallowed in its entirety.

It is Douglas County's and OBEC Consulting Engineer's contention that Mr. Dewitt bases his extra drilling time on the best site conditions and not on the test holes information.

It was brought out at the Claims Review Meeting that Mr. Dewitt did not inspect the bridge site or the information in the drill logs. Therefore, we conclude that Mr. Dewitt did not adequately inform himself and has no basis on which to submit a claim.

Also, at a previous claim related meeting in Bill Quines' office, Mr. Dewitt made it quite clear that he disagreed with the disclaimer in the Standard Specification (subsection 102.05) and his claim was in fact an attempt to change this subsection.

In view of the foregoing, Douglas County is very strongly against any kind of settlement with Mr. Dewitt and feels the claim should be disallowed in its entirety.

Respectfully,

Robert J Parkhill
Robert J. Parkhill

dic
cc: T.W. Litchfield, OSHD
Jerry Bishop, OBEC

10,059

TWL:ja sl

bc W. E. Schwartz
G. A. Potter
R. E. Royer
D. R. Adams
L. D. Lindley

C. O. Fredrickson
J. J. Gix
J. B. Boyd
T. W. Litchfield
Jack Sollis

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 3, 1986

NOTED
W. E. SCHWARTZ

CON 4-4

Daniel L. Thompson, Vice President
Donald W. Thompson, Inc.
P. O. Box 866
North Bend, OR 97459

Claim Review
Umpqua River (Bullock Road) Bridge Section
Bullock Road (County Road No. 57)
Douglas County
Contract No. 10059
Project No. BROS-1000(5)

Your claim on the above-captioned project was heard by the Claims Review Board on Friday, February 14, 1986, and as a result of the evidence presented at that meeting, the following resolution has been made.

Test Hole No. 1, drilled by the State at Bent No. 6, provided information that was substantiated by you when you drilled holes for piling on either side of that test hole. Inasmuch as the information provided in that test hole was accurate, you have no basis to claim you were misinformed by information shown on the plans for Bent No. 6. Therefore, there is no basis for additional compensation for work at Bent No. 6 and that portion of your claim is denied.

Test Hole No. 2, at Bent No. 1, provided information that was not substantiated by the holes you drilled which straddled the location of this test hole. Since the information portrayed by our test hole was not completely accurate, we conclude that you may have grounds for additional payment. However, in your previous correspondence you have not provided documentation to support your costs. Before any further consideration can be given to the monetary value of your claim at Bent No. 1, you must provide satisfactory information to support the additional costs you claim.

Please submit this information to our Construction Engineer, C. O. Fredrickson, at 1158 Chemeketa Street, N.E., Salem, OR 97310, for final disposition.

Larry Rulien
State Highway Engineer

cc Robert Parkhill, Douglas Co.
J. E. Bishop, OBEC Engineers
D. J. Seifer - Meier, Siefer & Stuart

Form 734-3123

STATE OF OREGON
HIGHWAY DIVISION - SPECIFICATIONS

INTEROFFICE MEMO

CON 4-4

TO: L. W. Rulien
State Highway Engineer

DATE: April 1, 1986

FROM: Robt E Royer
Robert E. Royer, Chairman
Contract Claims Review Board

SUBJECT: Claim Review Board Meeting
February 14, 1986
Umpqua River (Bullock Road) Bridge Sec.
Bullock Road (County Road #57)
Douglas County
Contract Number 10059
Project Number BROS-1000(5)

RECEIVED
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

The claim of Donald W. Thompson, Inc., who was the contractor for the above captioned contract, was heard by the Claims Review Board on Friday, February 14, 1986, in room 102 of the Transportation Building from 9:30 to 11:10 a.m. The following people were in attendance at the meeting: Ted Litchfield, James Gix, Bob Royer, Bruce Boyd, O. B. Jackmond, Don Adams, Larry Lindley, Bill Quinn, all with the OSHD; Robert Parkhill and Larry Busenbark, both with Douglas County; Al Jones and Jerry Bishop, both with OBEC; Daniel Seifer with Meyer, Seifer & Stewart; Jack Sollis, Asst. Attorney General; Wayne DeWitt of DeWitt Construction; and Dave Thompson, Vice President of Donald W. Thompson, Inc. It should be noted that Dave Thompson arrived at 9:56 a.m.

Daniel J. Seifer represented Wayne DeWitt, the subcontractor, and also Donald W. Thompson, Inc., the prime contractor. He made the presentation on behalf of the contractor on the basis that the drill log information shown on the construction plans misled the contractor in the bidding process and, therefore, when drilling holes for cast-in-place concrete piles, he was forced to incur extra costs as a result of the alleged, inaccurate information shown in the foundation data on the bridge plans.

He claims the data shown on the plans said nothing of cobbles and riprap encountered near the surface when drilling at Bents No. 1 and 6; that this caused him to spend more time than planned, and therefore incur extra cost, while drilling the four holes at Bent 1 and the six holes at Bent 6.

The claim is enumerated in Wayne DeWitt's September 5, 1985 letter to Donald W. Thompson, Inc., in which he states he spent 29 hours extra drilling at Bent 6, eight hours extra at Bent 1, and requests a total of $8,880.00 as just compensation for the additional work he performed.

During the discussion the accuracy of the information provided in the test holes drilled by the State (Test Hole No. 1 at Bent No. 6 and Test Hole No. 2 at Bent No. 1) was examined with the aid of two large-scale drawings presented by Bryant Jackmond. They showed the material

OK/R

encountered by the contractor according to his records during his drilling operation along with the material represented by our geologists in their report.

It was found that the material represented by Hole No. 1 was quite accurate when compared to the holes drilled by the contractor for the concrete piles on either side of the test hole. However, Hole No. 2 indicated that sandstone should be encountered at about elevation 202, where in fact sandstone was actually found at elevation 210.

Inasmuch as Test Hole No. 1, drilled by the State, provided information that was substantiated by the contractor when he drilled holes for piling on either side of Test Hole No. 1, it must be concluded that the information provided in Test Hole No. 1 was accurate. Since it was accurate, the contractor has no basis to claim he was misinformed by information shown on the plans for Bent No. 6. Therefore, there is no basis for additional compensation for work at Bent 6, and we recommend that this portion of the claim be denied.

At Bent 1, Test Hole No. 2 was very close to one of the holes drilled by the contractor for the concrete piles. The second hole, drilled by the contractor near the centerline of the bridge on this bent, provided information similar to that shown in his first hole, and both contradicted what was shown in our test hole. Our test hole indicated sandstone rock at elevation 202. The contractor's information shows that sandstone was hit at elevation 210 and 209 on the holes he drilled which straddled the location of our test hole. Therefore, we doubt that the information portrayed by our test hole was completely accurate. On that basis, the contractor may have grounds for additional payment. In his letter of September 5 he states that he spent eight hours extra drilling at Bent No. 1; however, he provides no documentation to support the $200.00 per hour rate he requests nor the "eight hours extra" to drill the holes. So before any further consideration can be given to the monetary value of the claim for Bent No. 1, additional information would have to be provided by the contractor to support his cost.

A significant point that came out in the discussion was that Mr. DeWitt did not avail himself of the information in the drill logs, which were available in the Region Office and Project Manager's office prior to bidding, but others who bid the job did use this information. It could be concluded that other bidders saw information in this report that guided them to bid a higher cost for this work than did Mr. DeWitt. This could be the reason that Mr. DeWitt got the job and the others did not. Subsection 102.05 of our Standard Specifications states, "The bidder is expected to examine carefully the site of the proposed work, ...plans, specifications, ..., special provisions...before submitting a proposal." It could easily be concluded that Mr. DeWitt did not adequately inform himself and, therefore, has no basis on which to submit any claim. This has been the position taken by the Project Manager, the Region Engineer, the Construction Engineer, and Douglas County.

It is the Board's opinion that upon examination of the evidence and testimony presented by the parties involved in this matter, that the information shown by the State, and found by the contractor during his drilling for the cast-in-place piles at Bent No. 6, was accurate as shown on the plans, and the contractor is not entitled to any additional compensation for that portion of the work.

On the other hand, Test Hole No. 2 at Bent No. 1 implied material different from that actually encountered by the contractor during his drilling for the concrete piles, and we would agree that he may be entitled to some additional compensation for work at that site. We recommend that the contractor be required to provide information to support the costs he states in his September 5 letter, and that he be paid for the extra work encountered at Bent No. 1. After the contractor has presented satisfactory information to support the extra costs, we recommend this matter be delegated to the Construction Engineer and Douglas County for final settlement.

During the course of the discussion, Mr. Seifer brought out a significant point: Although our Standard Specifications, in subsection 102.05, contain disclaimers of the accuracy of any information provided by our foundation exploration, there was no disclaimer on the plan sheets themselves. Although this has not been tested in Oregon courts, he pointed out that in other states it has been ruled that a disclaimer shown only in the specifications, and not on the plan sheets, is not supportable (our Chief Counsel concurs in this statement). It would appear desirable to adopt as a policy the practice of putting disclaimers on plan sheets we put in bidding documents.

It was also noted that there was no indication on the plan sheets of the size of drill used to drill the test holes. This could be helpful to anyone examining this information, so that person could judge the accuracy of the information provided with respect to the proposed method of construction.

Therefore, it is further recommended that the disclaimer information, the size of drill used to drill the test holes, and other pertinent information be shown on future plans as a matter of standard practice. A policy regarding this should be developed by the Technical Services Branch as soon as possible and approved by the Chief Counsel before going into effect.

For your information a portion of the March, 1986 issue of the Construction Claims Monthly is attached.

TWL:ge:ja

Attachment

cc J. B. Boyd
D. R. Adams

CONSTRUCTION
CLAIMS
MONTHLY

Devoted exclusively to the problems of construction contracting.

Volume 8, Number 3 March 1986

FIVE COMMON REASONS FOR DENIAL OF SITE CONDITION CLAIMS

A "differing site condition" is a physical condition in the field which differs substantially from the condition the contractor reasonably expected to encounter.

The difference may result from inaccuracies in the owner's plans and specifications. For instance, soil conditions may have been inaccurately portrayed or buried utility lines may not have been properly located on the drawings.

Occasionally, the difference does not result from inaccurate data but from the severe or unusual nature of the condition itself. If the physical condition could not have been foreseen by an experienced, prudent contractor, it may be considered a differing site condition.

Most construction contracts, both public and private, contain a differing site condition clause authorizing additional compensation to cover the contractor's cost of coping with differing conditions. The rationale is that if the owner agrees to share this risk, contractors will not be forced to carry large contingencies in their bids and prices will be more competitive.

Given the physical uncertainties inherent in any construction project and the widespread use of differing site condition clauses, it is not surprising that a large number of these claims occur. The successful prosecution of these claims requires skilled contract administration, however, and many of the claims are unnecessarily botched by contractors. This article examines the five most common reasons for the denial of differing site condition claims.

Failure To Inspect The Site

It is axiomatic that a bidder must conduct a visual inspection of the site before submitting its bid. The bidder is expected to take note of any physical conditions that can reasonably be observed. This obligation does not extend to hidden conditions, so the bidder is not expected to dig test pits or tear out walls in existing structures.

If a contractor fails to consider conditions which were reasonably observable, the contractor cannot later say that the conditions constitute differing site conditions. For instance, when the government misrepresented an area as being suitable for stockpiling materials, the contractor's claim was denied because a reasonable pre-bid site inspection should have revealed that the area was wet and unstable. *Appeal of J&J Paving, Inc.*, DOTCAB No. 1570 (January 16, 1985); CCM April 1985, p. 5.

Similarly, it has been held that a contractor should have observed rock outcropping which would have alerted it to the presence of subsurface ledge. *Appeal of N. L. Larsen & Son, Inc.*, AGBCA No. 85-201-3

(Continued on Page 7)

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SUMMARY:

A. A differing site condition is a physical condition in the field which differs substantially from what the contractor reasonably expected to encounter.

B. Although most contracts allow for a price increase for a differing site condition, skilled contract administration is required.

C. There are five common reasons for denial of differing site condition claims.

1. *Failure to inspect the site.*
2. *Failure to use data appropriately.*
3. *Failure to take disclaimers seriously.*
4. *Failure to give timely notice.*
5. *Failure to consider the effects of weather.*

BCA HIGHLIGHTS

(Continued from Page 6)

due to its own subjective motive.

McNutt Construction Co., Inc. was awarded a contract for water line construction in a park. The contract originally called for completion in April, but severe rain flooded the trenches and caused the government to extend contract completion to late June.

McNutt alleged that despite the extension, it was ordered under threat of termination to complete the work by Memorial Day in order to avoid conflicts with the busy tourist season. McNutt's president also acknowledged, however, that he wanted to finish early in order to impress the Corps of Engineers. For its part, the Corps denied "ordering" McNutt to finish the work early.

The Board said there was insufficient evidence that the government actually directed McNutt to accelerate the schedule. The Board found McNutt's admission that it was eager to please the Corps particularly damaging to its acceleration claim.

"In order to find a constructive acceleration of contract performance the contractor must show, among other things, that its accelerated efforts were the result of Government directives. The fact that the contractor also had unrelated motives to accelerate the work will defeat a claim of constructive acceleration."

FAILURE TO RECEIVE TIME EXTENSION DID NOT JUSTIFY WORK STOPPAGE

DELAY-EXCUSABLE; TERMINATION-DEFAULT
Appeal of Jones Plumbing & Heating, Inc.
VABCA No. 1869 (December 31, 1985)

The Veterans Administration Board of Contract Appeals has ruled that the government's failure to grant a legitimate request for a time extension did not justify a contractor's refusal to continue performance.

Jones Plumbing & Heating, Inc. was awarded a contract to install new vacuum lines at a VA hospital. Due to some errors in the government's drawings, Jones was delayed. When the government refused to grant a time extension, Jones refused to continue working. The contract was then terminated for default.

The Board ruled that Jones had in fact been entitled to a time extension. Jones' response was improper, however, and the termination for default was justified. A work stoppage is simply not the proper response to a dispute.

"The proposition that a contractor must proceed, even in the face of a dispute, relates to disputes not only over money but also to disputes over time... The contractor is not left without recourse. Its remedy is to submit a claim under the disputes clause and, if necessary, litigate the matter should the claim be denied."

DENIAL OF SITE CONDITION CLAIMS

(Continued from Page 1)

(July 22, 1985); CCM October 1985, p. 5. And pockets of peat should have revealed the presence of subsurface organic materials. *Appeal of Parkland Design and Development Corp.*, IBCA No. 1442-3-81 (August 24, 1982); CCM October 1982, p. 6.

Sometimes the contract documents require bidders to verify drawing dimensions in the field. If the documents contain such a requirement, it will be enforced. The failure to accurately measure the dimensions in the field will result in the later denial of a claim for a differing site condition. *Appeal of Ruston Paving Co., Inc.*, VABCA No. 1950 (February 26, 1985); CCM May 1985, p. 5. *Appeal of J. Rose Corp.*, VABCA No. 1587 (August 5, 1981); CCM October 1981, p. 5.

The requirement to verify dimensions in the field is occasionally not enforced if the dimensions are detailed and numerous and the time is short. *Appeal of Dayton Construction Co.*, HUDBCA No. 82-746-C34 (September 6, 1983); CCM December 1983, p. 5.

Failure to Use Data Properly

It is common for contractors to lose differing site condition claims because they did not interpret the available information in an appropriate manner. The contractor may have overlooked available information or it may have misinterpreted or read too much into the information.

When a contractor failed to examine available soils reports referenced in the contract documents, it was unable to later prevail on a differing site condition claim. *Highland Construction Co. v. Stevenson*, 636 P.2d 1034 (Utah 1981); CCM February 1982, p. 8. The failure to consider the scale on a drawing produced a similar result. *Appeal of Fort Mechanical, Inc.*, GSBCA No. 6360 (July 18, 1983); CCM October 1983, p. 5.

Bidders sometimes misinterpret the available information. For instance, a contractor was rebuked for making "unjustifiable assumptions" based on a topography bar chart with a scale of 100 feet to the inch. *Mojave Enterprises v. United States*, 3 Cl. Ct. 353 (1983); CCM December 1983, p. 3.

Similarly, a contractor was denied relief because it failed to properly analyze and assess available boring logs. *Appeal of Wyman Construction, Inc.*, IBCA No. 1669-4-83 (May 31, 1985); CCM August 1985, p. 5. It should be noted, however, that bidders are only required to display the knowledge of an experienced contractor. They are not required to seek expert analysis of subsurface data. *Appeal of Blake Construction Co.*, ASBCA No. 20747 (March 25, 1983); CCM June 1983, p. 5.

(Continued on Page 8)

DENIAL OF SITE CONDITION CLAIMS

(Continued from Page 7)

Failure To Take Disclaimers Seriously

Owners sometimes disclaim the accuracy of the data in the bid documents. The disclaimer typically states that the data are for informational purposes only, are not warranted for accuracy and are not part of the contract documents.

To the dismay of contractors, courts and boards will enforce these disclaimers. *S&M Constructors, Inc. v. City of Columbus*, 434 N.E.2d 1349 (Ohio 1982; CCM August 1982, p. 2. *J. E. Brenneman Co. v. Commonwealth of Pennsylvania*, 424 A.2d 592 (Pa. Cmwlth. 1981); CCM May 1981, p. 2. *Appeal of Thorn Construction Co., Inc.*, IBCA No. 1254-3-79 (January 27, 1983); CCM March 1983, p. 5.

If an owner disclaims the accuracy of the information in the contract documents, the effectiveness of any differing site condition clause in the contract is severely impaired. Bidders faced with this situation have little choice but to protect themselves by carrying appropriate contingencies in their bid prices.

Failure To Give Timely Notice

Construction contracts usually require the contractor to give the owner prompt notice of any differing site condition encountered in the field. These notice requirements are enforced far more rigidly than other notice requirements in the contract.

The reason is simple. When the owner receives notice of the differing condition, it has the opportunity to make design changes and cope with the problem in an economical, expeditious manner. If the contractor acts without notifying the owner, some options may be lost to the owner and the owner may suffer economic harm. Courts and boards therefore take these notice requirements quite seriously.

For example, when a contractor took it upon itself to repair a cracked slab and then submitted a claim for a differing site condition, the claim was denied due to lack of notice. *Appeal of MGM Contracting Co., Inc.*, ASBCA No. 27839 (August 19, 1985); CCM November 1985, p. 5. Similarly, a contractor lost the right to recover for unexpected subsurface conditions because it disturbed the conditions before it gave the owner notice. *Schnip Building Co. v. United States*, U.S. Court of Claims No. 128-79C (March 25, 1981); CCM May 1981, p. 3).

It should be noted that if the project owner had actual notice of the differing site condition the lack of a formal written notice will not defeat the contractor's claim because the owner suffered no prejudice as the result of the lack of formal notice. *Appeal of Pat Wagner*, IBCA No. 1612-8-82 (May 14, 1985); CCM July 1985, p. 5. *Appeal of Roger J. Au & Son, Inc.*, IBCA No. 1303-9-79 (September 14, 1983); CCM November 1983, p. 5.

Failure To Consider The Effects Of Weather

Contractors frequently confuse differing site conditions with weather-related problems. Generally speaking, there is no relationship between the two problems.

Differing site conditions are physical conditions that exist regardless of the weather. Contractors are expected to anticipate a certain amount of inclement weather. If the weather is so unusually severe that it was unforeseeable, it might justify a time extension, but it won't justify a price increase.

When a contractor complained that subsurface data gave no indication of the "boggy" conditions it encountered, a board ruled that the soil did not differ significantly from the classifications shown in the contract. The wet soil resulted from a slow snow melt which was a foreseeable natural occurrence. *Appeal of Commonwealth Electric Co.*, EBCA No. 103-12-79 (November 10, 1983); CCM February 1984, p. 6.

Even when rainfall is unusually severe, the resulting physical condition of the job site cannot be considered a differing site condition. While an unusual soil condition in itself may be a differing site condition, the effect of unusually heavy rainfall on soil cannot be a differing site condition. *Appeal of Inland Construction, Inc.*, ENG BCA No. 5033 (October 11, 1984); CCM January 1985, p. 5. *Appeal of Cinusa Constructors, Inc.*, ENG BCA No. 4637 (July 24, 1985); CCM November 1985, p. 5.

COMMERCIAL BID BOND FORM CAUSES PROBLEMS

BONDS-BID; BIDS-RESPONSIVENESS
Matter of Kiewit Western Co.
Comp. Gen. No. B-220084 (October 31, 1985)

The Comptroller General has ruled that while the use of a commercial bid bond form instead of Standard Form 24 is not objectionable in iteself, the commercial form must provide the government with all the remedies provided under the standard government form.

Kiewit Western Co. was the apparent low bidder on a contract to construct a retaining wall. The bid bond was not submitted on SF-24, which had been included with all solicitation packages, but on a commercial form prepared by Kiewit's surety. The contracting officer determined that the bid bond was insufficient and rejected the bid as nonresponsive.

Kiewit protested, arguing that the use of SF-24 is not mandatory. The Comptroller General agreed, but said that any commercial bond form must provide the government with the same level of protection as SF-24.

SF-24 provides that in the event of the bidder's default, the surety will be obligated to pay "any cost" of procuring the work from another source. The commercial form submitted by Kiewit limited the surety's liability to the difference between the bid price and the next low bid. Therefore, concluded the Comptroller General, Kiewit's bid was properly rejected as nonresponsive.

10,059

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

AGENDA
[illegible] 1986

CON 5
10,059

DATE: February 6, 1986

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Umpqua River (Bullock Road) Bridge Section
Bullock Road, Douglas County
Contract No. 10,059

This federal-aid bridge replacement project is approximately 80 percent finished with completion anticipated in July 1986. It now appears that the final cost will exceed the project authorization by $84,300 or six percent.

It was necessary to lower the footing at one of the structure supports because inadequate foundation materials were encountered at the planned grade. The corrective work at this location required additional cost to the project of approximately $22,800.

Blasting was required in order to accomplish a portion of the excavation work. This condition had not been anticipated and consequently the plan for temporary signing did not allow for this situation. Provision of the signs necessary for adequate protection of the traveling public added more than $1,400 to the cost of the project.

A significant portion of the overrun consists of the cost of construction engineering on the project. The foundation problems encountered necessitated hiring the outside services of a geotechnical engineer with experience in rock mechanics. Core drilling and interpretation of the resulting information, together with work required to properly monitor, inspect and document the project, has resulted in the overrun of engineering costs.

There are sufficient funds available in the category of work and all the increase except $25,200 is eligible for federal participation.

I recommend that the authorization be increased by $84,300 to a new total of $1,480,492.75. This matter will be on the consent calendar for the February 18 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
J. J. Gix
R. W. Gormsen
V. E. Skoog
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10,059

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 6, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Umpqua River (Bullock Road) Bridge Section
Bullock Road, Douglas County
Contract No. 10,059

This federal-aid bridge replacement project is approximately 80 percent finished with completion anticipated in July 1986. It now appears that the final cost will exceed the project authorization by $84,300 or six percent.

It was necessary to lower the footing at one of the structure supports because inadequate foundation materials were encountered at the planned grade. The corrective work at this location required additional cost to the project of approximately $22,800.

Blasting was required in order to accomplish a portion of the excavation work. This condition had not been anticipated and consequently the plan for temporary signing did not allow for this situation. Provision of the signs necessary for adequate protection of the traveling public added more than $1,400 to the cost of the project.

A significant portion of the overrun consists of the cost of construction engineering on the project. The foundation problems encountered necessitated hiring the outside services of a geotechnical engineer with experience in rock mechanics. Core drilling and interpretation of the resulting information, together with work required to properly monitor, inspect and document the project, has resulted in the overrun of engineering costs.

There are sufficient funds available in the category of work and all the increase except $25,200 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $84,300. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

NOTED
W. E. SCHWARTZ

Attach.

cc: J. J. Gix
J. E. Bishop
John Read
B. M. Walton
D. L. Trout

Pat

81-125-1387

DONALD W. THOMPSON INC.
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

November 11, 1985

OBEC - Jerry Bishop
244 Country Club Road
Eugene, OR 97401

Re: Umpqua River (Bullock Road) Bridge
OSHD Contract #10059

Dear Jerry,

We understand the Monthly Progress Payment No. 3 for the month of September was submitted late by your firm to the State because you did not receive the turnaround paperwork from the State.

As you can see from the attached Monthly Progress Payment Chart the average turnaround time is 15 to 23 days for our other OSHD jobs. For this project PE#1 * PE#2 averaged 30 days and the current PE#3 is almost 40 days old and we have not received payment yet. Also PE#4 should have been sent to the State as the cut off date was October 31, 1985, but you haven't yet as you have not received the turnaround paperwork from PE#3.

When we bid this project we anticipated being paid an average 15 to 20 days from the progress payment cut off date as that was the average for all past OSHD projects including larger jobs. These unanticipated late payments are causing us a financial hardship and we reserve the right to make a claim on this matter for any and all costs incurred because of late payments.

Should you have any further questions please do not hesitate to contact us.

Respectfully,

Donald W. Thompson, Inc.

Daniel L Thompson

Daniel L. Thompson
Vice-President

cad

DONALD W. THOMPSON INC.
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

November 11, 1985

MONTHLY PROGRESS PAYMENT CHART
(Pay Estimate)

OSHD - JOB	PAY ESTIMATE NUMBER	PAY PERIOD CUT-OFF DATE	RECEIVED CHECK IN MAIL BY	NUMBER DAYS IN TURNAROUND
Hubbard Cr. Br. Contract #9938	7	Aug. 10th	8/29/85	19
	8	Sept. 10th	9/25/85	15
	9	Oct. 10th	11/1/85	22
Tumalt, Tanner Contract #10095	1	last day of month	9/20/85	20
	2	last day of month	10/23/85	23
Myrtle Cr. Br. Contract #10099	1	Oct. 10th	10/24/85	14
Bullock Rd. Br. Contract #10059	1	last day of month	8/29/85	29
	2	last day of month	9/30/85	30
	3	last day of month.	no payment to date	

June 28, 1985

Donald W. Thompson, Inc.
PO Box 866
North Bend, OR 97459

CON 5
#10,059

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,059 for work on the Umpqua River Bridge Section of Bullock Road in Douglas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Enclosure
cc: Industrial Indemnity Co. of the Northwest
421 SW Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James J. Gix
Larry D. Lindley

DONALD W. THOMPSON INC.
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

May 24, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

SUBJECT: UMPQUA RIVER (BULLOCK RD) BRIDGE SECTION

The following is a list of subcontractors and appropriate bid item information we plan to use on the above mentioned project to satisfy our 5% DBE participation.

Subcontractor: ARROW BROTHERS

Description	Unit	Quantity	Subcontract Unit Price	Amount Total
BI#1 Mobilization	Lump	All	Lump	$1200.00
BI#5 Temp. Guardrail Type 2A Reflec.	l.f.	113	27.00	3051.00
BI#6 Temp. Guardrail Type 3 Reflec.	l.f.	13	40.00	520.00
BI#18 Guardrail Type 2A	l.f.	200	20.00	4000.00
BI#19 Guardrail Type 3	l.f.	100	32.00	3200.00
BI#20 Guardrail Anchor Type 1	each	4	350.00	1400.00
BI#21 Guardrail End Pcs., Type C	each	4	80.00	320.00
BI#23 Delineators, Type 2	each	24	22.00	528.00
BI#24 Delineators, Type 4	each	52	12.00	624.00
x BI#38 Guardrail Connections	each	4	325.00	1300.00
Total Subcontractor ARROW BROTHERS=				$16143.00

see att. letter

Subcontractor: PRUITT & FISHER

BI#9 Flaggers	hour	500	16.00	8000.00
BI#44 Structural Conc. cl. 3300	Lump	(partial)		25920.00
BI#48 Bearing Devices	each	12	1107.00	13284.00
Total Subcontractor PRUITT & FISHER=				$47204.00
Total DBE% and Subcontractors=		5.05%		$63347.00

Note: Item #44 is for the labor to install the concrete bridge rail.

If you need any more information, please do not hesitate to call.

Respectfully,

DONALD W. THOMPSON, INC.

Donald J. Thompson
Vice President

bth

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

dwt
DONALD W. THOMPSON INC.
General Contractors
1714 HAMILTON • P.O. BOX 866 • NORTH BEND, OR 97459 • 503 – 756-7511

May 28, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, OR 97310

SUBJECT: UMPQUA RIVER (BULLOCK RD.) BRIDGE SECTION

Robert,

On our letter of May 24, 1985, concerning the DBE participation, we listed Arrow Bros. as having Bid Item #38 Guardrail Connections. That should have read Bid Item #50 Guardrail Connections. The unit price and total is the same as that shown on the letter. Please note this change.

If you have any questions, please call me.

Respectfully,

DONALD W. THOMPSON, INC.

Donald J Th

Donald J. Thompson
Vice President

bth

RECEIVED
MAY 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc. Thomas Jones

10,059

May 28, 1985

PRO

Larry Busenbark
Administrative Services Officer
Douglas County
2588 NE Diamond Lake Blvd.
Roseburg, OR 97470

Subject: Umpqua River (Bullock) Bridge
Project No. BRUS-1000(5)
Douglas County

On May 23, 1985 the State Highway Division received a satisfactory bid from D.W. Thompson, ~~Inc., 230 N.W. Tenth Avenue~~, ~~Portland~~, ~~OR 97209~~, NORTH BEND on the subject project. This is a Highway Bridge Replacement (HBR) project and per our Agreement No. 7938 and the Local Government Agreement, the county is requested to deposit the balance of their share of the remaining construction costs as computed below.

Contractors Bid		$1,239,060.22
Anticipated Items		2,000.00
SUBTOTAL		$1,241,060.22
Contingencies (4-1/2%)		55,847.71
Engineering (8%)		99,284.75
TOTAL CONSTRUCTION COST		$1,396,192.75
Est. P.E. Cost		120,525.00
Less Federal Funds (80%)		(1,213,374.20)
Less County's Advance Deposits		
P.E.	$ 23,680.00	
Const. (65%)	213,960.00	(237,640.00)
COUNTY'S REMAINING BALANCE DUE		$ 65,703.55
ADVANCE DEPOSIT ROUNDED		$ 65,700.00

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $65,700 by June 14, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

Received
6-17-85
LGIP
MKS

MKS:me
Attachments
bc: w/AD 85-61 Jack Ayres - Region 3
Vern Skoog - Please return completed AD #85-61 when advance deposit is received.

10,059

HIGHWAY DIVISION PRO

Jack Ayres
Region 3 Federal Aid Specialist

May 28, 1985

Gary A. Potter, Manager
Program Section

OBEC Consultant Agreement
Umpqua River (Bullock Road) Bridge

OBEC submitted a consultant agreement with a fee of $215,000 for the construction engineering on the subject project. Federal participation for construction engineering is limited to 15% of the contract cost or $188,400. All engineering cost in excess of $188,400 will be 100% county cost. We anticipate several thousands of dollars in state monitoring costs that are not reflected in the consultant's fees.

Please advise OBEC and Douglas County of our concerns.

MKS:me

10,059

May 22, 1985

PRO

Larry Busenbark
Administrative Services Officer
Douglas County
2586 NE Diamond Lake Blvd.
Roseburg, OR 97470

Dear Mr. Busenbark:

SUBJECT: Umpqua R. (Bullock) Br.
Project No. BROS-1000(3)
Douglas County

Enclosed is Irrevocable Power of Attorney form for the $60,800 advance deposit you have placed in the Local Government Investment Pool under Account No. 4810. Please submit the completed form to the Highway Accounting Section at the address given in the attachment as soon as possible.

Please forgive our oversight.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf

10,059

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

May 9, 1985

In Reply Refer to
File No.:

Mr. Larry Busenbark
Administrative Services Officer
Douglas County Road Department
2586 N. E. Diamond Lake Bv.
Roseburg, Oregon 97470

MISC. CONTRACTS and
AGREEMENTS No. 12,029

Dear Larry:

Attached for your files is a fully executed copy of Amendment No. 1 to the existing Consultant Agreement for Bullock Bridge preliminary engineering. This amendment was written to include a prestress concrete bridge design.

Cordially,

ORIGINAL SIGNED BY JACK AYRES

JACK AYRES
Region Federal Aid Specialist

ja:cjb

Attach.

cc: Mike Shultz ✓

10159 CON 19-4

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1000(5) Umpqua R.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
5-7-85

4. PROGRAM NO.

5. ITEM NO. 40157

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

Orig. # 5/8

RECEIVED
STATE HWY ENGR
MAY 8 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 5-1-85	8. FEDERAL ROUTE NUMBER Non-Federal-aid	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

UMPQUA RIVER (BULLOCK) BRIDGE SECTION, #19C35857A-00015

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's May 1, 1985 letter, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $1,660,000; Federal Funds $1,328,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated April 25, 1985 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/7/85	15. SIGNATURE OF APPROVING OFFICIAL G. K. H for	16. TITLE Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,059

May 3, 1985

PRO

Larry Busenbark
Administrative Services Officer
Douglas County
2586 N.E. Diamond Lake Blvd.
Roseburg, OR 97470

SUBJECT: Umpqua R. (Bullock) Br.
Project No. BR05-1000(3)
Douglas County

Dear Mr. Busenbark:

On May 23, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7938 and the Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

Estimated Construction Cost	$1,646,100
Federal Funds (80%)	1,316,880
County's Share (20%)	$ 329,220
65% of County's Share	214,000
Less Advance Deposit Acct. #4810	(153,180)
COUNTY'S ADVANCE DEPOSIT (ROUNDED)	$ 60,800

We will award the contract when we receive your advance deposit in the amount of $60,800 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Received
5-20-85 in
LGIP

Asked For
Power of Att
5-22-85

Gary A. Potter, Manager
Program Section

HRS:pf
Attachment

bcc w/AD #85-40: Jack Ayres, Region 3
Vern Skoog-Please return completed AD #85-40
when advance deposit is received.

10,059

DSL permit
no OSHD No.

RDE
FDE
LE
SE
FPC
PDE
LFE
GTE

RECEIVED
MAY - [illegible] 1985
ROAD DESIGN SECTION

BPC
CA
Const. Ad. [illegible]
B/C ..../..../....

OBEC CONSULTING ENGINEERS

TO: Oregon Department of
Transportation
Highway Division
329 Transportation Building
Salem, Oregon 97310

DATE: April 30, 1985

ATTENTION: Mr. Dave Harmon
Project Manager

RE: Umpqua River (Bullock) Br.
OBEC Project No. 8-92

We are sending you:

Herewith:

By Mail X
By Messenger

Under Separate Cover:

By Mail
By Messenger

Description:

A copy of the Division of State Lands permit approval.

Remarks:

The date for in-stream work stated in the permit is June 30 to August 31. The date stated in the Special Provisions is June 1 to September 1.

Very truly yours,

OBEC Consulting Engineers

By Jerome D. Lane
Jerome D. Lane, P.E.
Project Engineer

JDL:ps
Enclosure

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

RECEIVED
MAY - 1 1985
BRIDGE SECTION

Division of State Lands
1445 State Street
Salem, OR 97310
Phone: 378-3059
378-3805

NOTICE
THIS COPY MUST BE ON WORK SITE

Permit No. 4143
Permit Type Removal Fill
Waterway Umpqua River
County Douglas County
Expiration Date April 26, 1986

DOUGLAS COUNTY ROAD DEPARTMENT

IS AUTHORIZED IN ACCORDANCE WITH ORS 541.605 TO 541.695 TO PERFORM THE OPERATIONS DESCRIBED IN THE ATTACHED COPY OF THE APPLICATION, SUBJECT TO THE SPECIAL CONDITIONS LISTED ON ATTACHMENT A AND TO THE FOLLOWING GENERAL CONDITIONS:

OPERATORS COPY

1. This permit does not authorize trespass on the lands of others. The permit holder shall obtain all necessary access permits or rights-of-way before entering lands owned by another.

2. This permit does not authorize any work that is not in compliance with local zoning or other local, state, or federal regulation pertaining to the operations authorized by this permit. The permit holder is responsible for obtaining the necessary approvals and permits before proceeding under this permit.

3. All work done under this permit must comply with Oregon Administrative Rules, Chapter 340; Standards of Quality for Public Waters of Oregon. Specific water quality provisions for this project are set forth on Attachment A.

4. Violations of the terms and conditions of this permit are subject to administrative and/or legal action which may result in revocation of the permit or damages. The permit holder is responsible for the activities of all contractors or other operators involved in work done at the site or under this permit.

5. A copy of the permit shall be available at the work site whenever operations authorized by the permit are being conducted.

6. Employees of the Division of State Lands and all duly authorized representatives of the Director shall be permitted access to the project area at all reasonable times for the purpose of inspecting work performed under this permit.

7. Any permit holder who objects to the conditions of this permit may request a hearing from the Director, in writing, within 10 days of the date this permit was issued.

NOTICE: If removal is from state-owned submerged and submersible land, the applicant must comply with leasing and royalty provisions of ORS 274.530. If the project involves creation of new lands by filling on state-owned submerged or submersible lands, you must comply with ORS 274.905 - 274.940. This permit does not relieve the permittee of an obligation to secure appropriate leases from the Division of State Lands, to conduct activities on state-owned submerged or submersible lands. Failure to comply with these requirements may result in civil or criminal liability. For more information about these requirements, please contact the Division of State Lands, Waterway Leasing Office, 378-3805.

Ed Zajonc, Director
Oregon Division of State Lands

RECEIVED
MAY - 1 1985
BRIDGE SECTION

Authorized Signature

April 26, 1985
Date Issued

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 4143

1. This permit authorizes the removal of approximately 330 cubic yards of material and the placement of up to 380 cubic yards of material in Section 13, T24S, R7W (Umpqua River, mile 70.9) in conjunction with bridge replacement project as outlined in the attached permit application, map and drawings.

2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. Waste materials and spoils shall be placed above the bankline.

4. Piers, spans and other rubble from demolition of old bridge shall not be disposed of on the bed or banks of any waters of this state without prior approval of the Division of State Lands.

5. There shall be no operation of equipment in the active flowing stream between August 31 and June 30 unless otherwise coordinated with Oregon Department of Fish and Wildlife biologist, Dave Liscia (phone: 440-3353) and approved by the Division of State Lands.

6. The stream shall not be diverted from the natural bed.

7. Only clean, erosion resistant rock from an upland source shall be used as riprap. No broken concrete or asphalt shall be used as riprap.

8. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes.

9. No fresh concrete shall come in contact with the active flowing stream.

10. If in-stream blasting is necessary a blasting permit shall be obtained from Oregon Department of Fish and Wildlife (Will Beidler, phone: 229-5680).

11. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

April 26, 1985

ATTENTION

– OIL SPILLS –

In the event of an oil spill (broken hydraulic line, crankcase oil supply line, fuel line or petroleum product) into a waterway, the permittee or his contractor is required by State and Federal law to:

1. Immediately take all necessary steps to control and contain the spill.
2. Immediately notify the U.S. Coast Guard (1–800–424-8802) and the DEQ (1–800–452-0311) of the location and nature of the spill.
3. Take all necessary action to clean up the spill. DEQ will determine when clean-up is completed.

Failure to comply with the above requirements can result in State and Federal enforcement action against the permittee and/or his contractor.

10,059

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit Unit - 373-7763

INTEROFFICE MEMO
FILE: AGR (x ACC 5-4)

TO: Donald L. Trout, Federal Aid Supervisor
Program Section

DATE: April 29, 1986

FROM: Vernon E. Skoog Frank
Controller

SUBJECT: Pre-award Evaluation No. 33 - Supplemental
O.B.E.C. - Douglas County
Bullock Bridge

Your memo dated April 16, 1986, requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental construction engineering proposal between O.B.E.C. Consulting Engineers and Douglas County that increases the contract maximum payment from $215,000 to $260,000.

We have evaluated the attached agreement and related documents and concluded, that due to changes in the scope of work, additional costs are reasonable, allocable, and allowable for reimbursement purposes.

Accordingly, we recommend approval of this supplemental agreement.

VES:RE:bc

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
MAY 02 1986
REFER TO D Marges
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

10,059

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: April 26, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40157
Project No. BROS-1000(5)
Umpqua River (Bullock) Br. Sec.
County Road
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 23, 1985.

DRH:me
Attachments
cc: James J. Gix (Region 3)
Michael Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 4

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID PROGRAM DATA** (PPM 21-1)
DATE SUBMITTED TO W. O.	4/26/85	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., approx. 7 mi. NW of Sutherlin 65	**ADT**	PRESENT 35 DHV 230	FUTURE - - - (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Bridge (1) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 28	NUMBER 7 1000

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off System)	COUNTY NAME Douglas
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. Z · FEDERAL-AID Non UL (32) · STATE Co. Rd. (36) (37) · U -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (74)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X071/X081	(09)	"Umpqua River (Bullock) Br. Sec."	0.166	1,660,000	1,328,000	- - -	332,000

CARD 1	CODE 1	PREPARED BY DRH:me	PROJECT TOTALS	0.166	1,660,000	1,328,000	- - -	332,000
1	14	PROGRAM APPROVAL DATES 10-1-83 10-1-84			(16) (23)	(24) (31)	REMARKS	

Additional Data: Item No.
Project N

Key No. 01972

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4/26/85

PROJECT LOCATION (45 typewriter spaces) Co. Rd., approx. 7 mi. NW of Sutherlin	ADT	PRESENT 35 DHV 230	FUTURE - - -	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117	ITEM NO. 40157

OSED WORK (35 typewriter)	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 1000	SEQ. NO. (5)	I. Projects Only POST MI.	DESIG.

UNDS Bridge Replacement (Mandatory 15% Off System)	COUNTY NAME Douglas	CODE 019	PROGRAM STAGE ☐ 1 OR ☐ 2
A - - -	ROUTE NO. Z	FEDERAL-AID Non UL	STATE Co. Rd. — U.S. - - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X071/X081	(09)	"Umpqua River (Bullock) Br. Sec."	0.166	1,660,000	1,328,000	- - -	332,000	
BY DRH:ms		PROJECT TOTALS	0.166	1,660,000	1,328,000	- - -	332,000	

PPROVAL DATES
10-1-83
10-1-84

REMARKS

Additional Data: Item No. 40157;
Project No. BROS-1000(3).

-over-

Umpqua River (Bullock) Br. Sec.

Remarks continued:

Project Data: Work under this project consists of 1) construct one bridge (No. 16727) length 720 ft., roadway width 28 ft., Alternate A composit steel girder with concrete deck, Alternate B is prestressed concrete beam with concrete deck; 2) construct approaches as shown requiring grade, drain and H-T pave; 3) remove existing structure; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7938 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4 (FHPM 6-6-3-2) was executed 10/25/83.

Note: 1) This project is in Congressional District No. 4.
2) Included in 6 Yr. HIP on page 122 and included in FY '85 Status Report.
3) Included in the approved bridge replacement inventory (Br. No. 19C358) list with sufficiency rating of 4.3.

10,059

4-26-85

Section Umpqua R. (Bullock) Bridge Programming Estimate $

Highway Bullock Road (Co. Rd. No. 57) Project Length 0.14 mi.

County DOUGLAS Completion Time 410 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date Aug. 10, '86

Prefix 210-1938 Letting Date May 23, '85 Project No. BROS-1000(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt. "A"	Alt. "B"
Estimated Contract Amount		$\$1,461,220^{00}$	$\$1,463,120^{00}$
Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.	1,500		
Temporary Pavement Striping.			
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control			
State Furnished ______			
Roadside Seeding & Mulching	500	$\$ 2,000^{00}$	
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x _____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
______			
______			
______			
______			
______			
Adjust Utilities:			
______			
______			
Subtotal		$\$1,463,220^{00}$	$\$1,465,120^{00}$
Contingencies (4-1/2%)		$65,844^{90}$	$65,930^{40}$
Engineering ([✓ 8], ~~9~~, ~~10~~%)		$117,057^{60}$	$117,209^{60}$
~~Subtotal~~		$	
Credit for ______			
Estimated Net Authorization, Construction		$\$1,646,122^{50}$	$\$1,648,260^{00}$
		Alt. "A"	Alt. "B"

APPROVED

______

Road Design Engineer

4/26/85
4:30

Rev. 11/81

ENGINEER'S ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 140,000
2.	Temporary Protection & Direction of Traffic	Lump Sum	All	Lump Sum	$ 5,000
3.	Temporary Signs	Sq. Ft.	180	$ 10.00	$ 1,800
4.	Temporary Barricades	Each	12	$ 75.00	$ 900
5.	Temporary Guard Rail Type 2A, Reflectorized	Lin. Ft.	113	$ 15.00	$ 1,695
6.	Temporary Guard Rail Type 3, Reflectorized	Lin. Ft.	13	$ 35.00	$ 455
7.	Temp. Concrete Barrier, Reflectorized	Lin.Ft.	25	$ 12.00	$ 300
8.	Moving Temporary Concrete Barrier	Lin.Ft.	25	$ 4.00	$ 100
9.	Flaggers	Hour	500	$ 20.00	$ 10,000
ROADWORK					
10.	Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 5,000
11.	Removal of Structures & Obstructions	Lump Sum	All	Lump Sum	$ 10,000
12.	Embankment in Place	Cu. Yd.	2,400	$ 7.00	$ 16,800
13.	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	$ 5,000
14.	Obliteration of Roadway	Lump Sum	All	Lump Sum	$ 3,000
15.	1"-0 Aggregate Base	Ton	4,450	$ 8.00	$ 35,600

RECEIVED
APR 2 [illegible]

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
16.	Class "B" or "C" Asphalt Concrete	Ton	1,080	$ 40.00	$ 43,200
17.	18" Culvert Pipe	Lin.Ft.	5	$ 20.00	$ 100
18.	Guard Rail, Type 2A	Lin. Ft.	200	$ 15.00	$ 3,000
19.	Guard Rail, Type 3	Lin.Ft.	100	$ 30.00	$ 3,000
20.	Guard Rail Anchors, Type 1	Each	4	$ 350.00	$ 1,400
21.	Guard Rail End Pieces, Type C	Each	4	$ 100.00	$ 400
22.	Extra for Asphalt Approaches	Each	4	$ 250.00	$ 1,000
23.	Delineators, Type 2	Each	24	$ 20.00	$ 480
24.	Delineators, Type 4	Each	52	$ 15.00	$ 780
STRUCTURES					
25.	Bridge Removal Work	Lump Sum	All	Lump Sum	$ 125,000
	Bridge No. 16727 - Steel Alternate "A"				
26.	Shoring and Cribbing	Lump Sum	All	Lump Sum	$ 20,000
27.	Structure Excavation	Cu. Yd.	370	$ 15.00	$ 5,550
28.	Furnish Pile Drilling Equipment	Lump Sum	All	Lump Sum	$ 15,000
29.	Furnish Cast-in-Place Piling	Lin.Ft.	378	$ 70.00	$ 26,460
30.	Structural Concrete, Class 2200	Lump sum	(30) All	(175.00) Lump Sum	$ 5,250
31.	Structural Concrete, Class 3300	Lump Sum	(700) All	(225.00) Lump Sum	$ 157,500
32.	Structural Concrete, Class 4000	Lump Sum	(630) All	(275.00) Lump Sum	$ 173,250
33.	Reinforcement	Lump Sum	(235,000) All	(0.40) Lump Sum	$ 94,000

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
34.	Structural Steel	Lump Sum	(759,000) All	(0.70) Lump Sum	$ 531,000
35.	Bearing Devices, Bents 1, 5	Each	8	$ 500.00	$ 4,000
36.	Bearing Devices, Bent 2,3,and 4	Each	12	$ 500.00	$ 6,000
37.	Expansion Joints	Lin.Ft.	79	$ 100.00	$ 7,900
38.	Guard Rail Connections	Each	4	$ 250.00	$ 1,000
	Bridge No. 16727 - Concrete Alternate "B"				
39.	Shoring and Cribbing	Lump Sum	All	Lump Sum	$ 30,000
40.	Structure Excavation	Cu. Yd.	490	$ 15.00	$ 7,350
41.	Furnish Pile Drilling Equipment	Lump Sum	All	Lump Sum	$ 15,000
42.	Furnish Cast-in-Place Piling	Lin.Ft.	378	$ 70.00	$ 26,460
43.	Structural Concrete, Class 2200	Lump sum	(40) All	(175) Lump Sum	$ 7,000
44.	Structural Concrete, Class 3300	Lump Sum	(960) All	(225) Lump Sum	$ 216,000
45.	Structural Concrete, Class 4000	Lump Sum	(600) All	(275) Lump Sum	$ 165,000
46.	Reinforcement	Lump Sum	(256,000) All	(0.40) Lump Sum	$ 102,400
47.	140'/145'Bulb Tee Prestressed Beams	Each	30	$15,500.00	$ 465,000
48.	Bearing Devices, Bents 1, 6	Each	12	$ 500.00	$ 6,000
49.	Expansion Joints	Lin.Ft.	79	$ 100.00	$ 7,900
50.	Guard Rail Connections	Each	4	$ 250.00	$ 1,000

Total Amount of Bid:

Alternate "A" (Items 1 through 38 Incl.) $ 1,461,220

Alternate "B" (Items 1 through 25 Incl. and Items 39 through 50 Incl.) $ 1,463,120

10,059 4-25-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2010

County Douglas

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-1000(3) Prefix 210-1938

Project Name Umpqua R. (Bullock) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ROSEBURG, Oregon, this 25th day of April, 1985

County of DOUGLAS

Doug Robertson
County Judge/Chairman

ABSENT
Commissioner

Bill Vian
Commissioner

Certified By

Regional Right-of-Way Supervisor
Date 4/26/85

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/81

10,059

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo To The Files

DATE: March 19, 1985

Dorothy J. Upton

FROM: Dorothy J. Upton
Surfacing Design Specialist

SUBJECT: Umpqua River (Bullock) Bridge, Alt. 1
County Road
Douglas County

A surfacing design of 4 inches of A.C. with 14 inches of aggregate base was proposed for this section by a consultant.

I concur that this design is adequate for the project.

cc: F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
✓Program Section

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ------ PROGRAM UNIT ___
MAR 20 1985
REFER TO Loc Gov Mike
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

-125-1387

10,059

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter
Program Section

DATE: March 18, 1985

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers
Bullock Bridge

Your memo dated February 25, 1985 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal between OBEC and Douglas County. The basis of payment for services rendered is on actual cost plus a fixed fee, with the total not to exceed $215,000.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions, and cost principles after the following changes have been made:

- Agreement page 4, change the second sentence in 1(c) to read "The direct nonsalary costs are estimated to be approximately Two Hundred & Fifteen Thousand Dollars ($215,000.00) as set forth in the attached Exhibit A." ①
- Agreement page 4, change the second sentence in 1(c) to read "if the total construction engineering costs billed by the Consultant exceed the maximum amount of Twenty One Thousand, Five Hundred & Eighty Dollars ② ($21,580.00), the Agency shall pay directly to the Consultant the additional amount".
- Exhibit A page 2, change the following: auto mileage costs to "$5,000"; travel total to "$12,500.00"; testing equipment to "$1,200"; and the second total to "$7,180.00".
- Exhibit A page 3, change the following: travel costs to "$12,500"; field testing to "$1,200.00"; the second subtotal to "$21,580.00"; total estiamte to "$214,930"; and the next line to read "Not to exceed $215,000.00".

Accordingly, we recommend approval of this agreement contingent upon the incorporation of the above changes.

VES:KJ:cl

① $21,580.00
② $215,000.00

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 25 1985
REFER TO Manges
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

01-125-1307

10,059

STATE OF OREGON
INTEROFFICE MEMO

Highway Division - Region 3
440-3399

TO: Gary Potter, Manager ATTN: M. Shultz
Program Section

DATE: February 20, 1985

FROM: Jack Ayres
Region Federal Aid Specialist

SUBJECT: Consultant Agreement
Construction Engr. Services
Bullock Bridge
Douglas County

MISC. CONTRACTS and
AGREEMENTS No 12.029

Attached are three signed copies of the consultant agreement for construction engineering services between Douglas County and OBEC for the proposed Bullock Bridge replacement project.

Please review and process.

ja/ba

Attach.

cc: R. Busey

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 22 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,059

DOUGLAS COUNTY ROAD DEPARTMENT

ROBERT J. PARKHILL, ROADMASTER
2586 N.E. DIAMOND LAKE BLVD.
ROSEBURG, OREGON 97470-3698
(503) 440-4270

Road Department Office
County Shop
(503) 440-4268

K. M. Karlinger
Maintenance & Operations Coordinator
(503) 440-4267

November 28, 1984

Mr. Jack Ayres
Federal Aid Specialist
ODOT Highway Division
P.O. Box 1122
Roseburg, OR 97470

RE: Bullock Bridge

Dear Jack:

By copy of Walt Hart's letter of November 6, 1984, to your office, it was determined that Alternate 4 (Bulb-T Concrete) may be preferred design or should at least be offered as an alternate for bidding.

As time is of the essence, in order to meet a tentative bid date in late May, Douglas County, by copy of this letter, authorizes and instructs OBEC Consulting Engineers to design and include Alternate 4 as an alternate for bidding.

Also, OBEC is instructed to estimate the additional preliminary engineering costs required to accomplish this and submit an addendum to the authorized P.E. amount to your office for approval.

Sincerely,

L. E. Busenbark

L. E. Busenbark
Administrative Services
Officer

LEB/dic
cc: Wally Palmateer, OBEC
cc: Walt Hart
Mike Schultz

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 05 1984
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10,059

DOUGLAS COUNTY ROAD DEPARTMENT

ROBERT J. PARKHILL, ROADMASTER
2580 N.E. DIAMOND LAKE BLVD.
ROSEBURG, OREGON 97470-3698
(503) 440-4270

Road Department Office
County Shop
(503) 440-4268

K. M. Karlinge
Maintenance & Operations Coordinat
(503) 440-425

November 2, 1984

Oregon State Treasury Dept.
Local Government Investment Pool
Room 159
State Capitol Building
Salem, OR 97310

RE: Deposit in Local Government Investment Pool

Gentlemen:

Enclosed herewith, please find Douglas County warrant in the amount of $153,160.00, and Irrevocable Limited Power of Attorney for Bullock Bridge Project, to be deposited in Local Government Investment Pool, account number 4810.

Sincerely,

L. E. Busenbark
Administrative Services
Officer

LEB/dic
Enclosure: warrant $153,160.00
cc: Jack Ayres
OBEC
R. J. Parkhill
K. M. Karliner
ODOT Highway Accounting

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 6 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

1984 OCT 25 AM 10 50
DORIS L. WADSWORTH
DOUGLAS COUNTY CLERK

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Douglas County Board of Commissioners hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller; for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the State Treasurer.

The Douglas County Board of Commissioners has deposited with the
Local Government Unit

State of Oregon Investment Pool the sum of $ 153,160.00 in Account No. 4810. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Umpqua River (Bullock) Bridge Section No. 19C358, Federal-Aid Project No. BROS 1000(3)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Douglas County Board of Commissioners
Local Government Unit

this 24th day of October, 1984 by a vote of the majority of a quorum of its governing body.

ABSENT
J. B. Long, Chairman

Doug Robertson
Doug Robertson, Commissioner

Bill Vian
Bill Vian, Commissioner

Form No. 734-1812 (REV 10-83)

.101059

CCN 17-A
Umpqua

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

May 2, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Umpqua River (Bullock) Bridge #10C358
Bullock Road
Douglas County
BROS-1000(3)

Dear Mr. Wilken:

Attached is a Revised project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council of Environmental Quality guidelines. Your concurrence is requested. (Program approval based on Statewide Catagorical exclusion dated 2-25-80.)

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

cc: U.S. Coast Guard, 13th District, ATTN: John Mikesell w/attach

ENVIRONMENTAL SECTION
May 16, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Norm Davis
Surfacing Design
General Files
Jim Gix
Steve Littrell
Elliott Parker
Jack McCormick
Don Keyes (8)

CONCUR:

Robert B. Hathaway 5/10/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

Form 734-3122

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
May 8, 1984

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.W.
Salem, OR 97301

Dear Mr. Wilken:

We have reviewed the project classification prepared by the Oregon State Highway Division for the project:

Umpaqua River (Bullock) Bridge #10C358
Bullock Road
Douglas County
BROS - 1000(3)

Based upon the information contained in the Oregon State Highway Division's letter ENV 3, dated May 2, 1984, and assuming there are no wetland impacts, it appears that the Catagorical Exclusion classification is appropriate.

Sincerely,

Jol E. Mikesell
John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy: OSDOT, Highway Division
Attn: Campbell M. Gilmour

RECEIVED
[illegible] 1 [illegible]
Environmental Section

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Umpqua River (Bullock) Bridge 10C358	**KEY ID #** 01972 **REGION** 3

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right-of-way or easements are anticipated at this time, even though the replacement structure is proposed to be immediately upstream from the existing structure.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There is no anticipated impact on land use and the project is consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes across new structure will increase as the existing stucture has been reduced to one travel lane and a load limit imposed. Logging traffic must now take a 28 mile detour over a narrow winding road. Safety will increase with a two-lane bridge capable of legal loads. It is proposed that the existing structure will be used as a detour structure.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The proposed construction activity would not have a significant impact on the river or wetlands. The streambed in the vicinity of the crossing is predominantly bedrock and construction will be during low streamflows. The proposed structure will be approximately 4 ft. higher than the existing structure and therefore will not adversely affect navigation.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No historic properties are in the project vicinity. The nearby Tyee BLM Recreation site will be avoided by the project. The bridge itself, a 1937 steel truss structure, is not National Register eligible.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Care will be taken in planning the location of the new structure since there are only 60 feet of right-of-way width for both old and new structures.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed bridge replacement would be located on essentially the existing alignment, being located immediately upstream. No significant wetlands are (see back page)

OTHER DOCUMENTATION

Coast Guard Permit

PREPARED BY	**TELEPHONE NUMBER**	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**
x L.E. Busenbark, Do. Co.	503-440-4270	May 10, 1984

734-1913 (7-82)

GENERAL INSTRUCTIONS

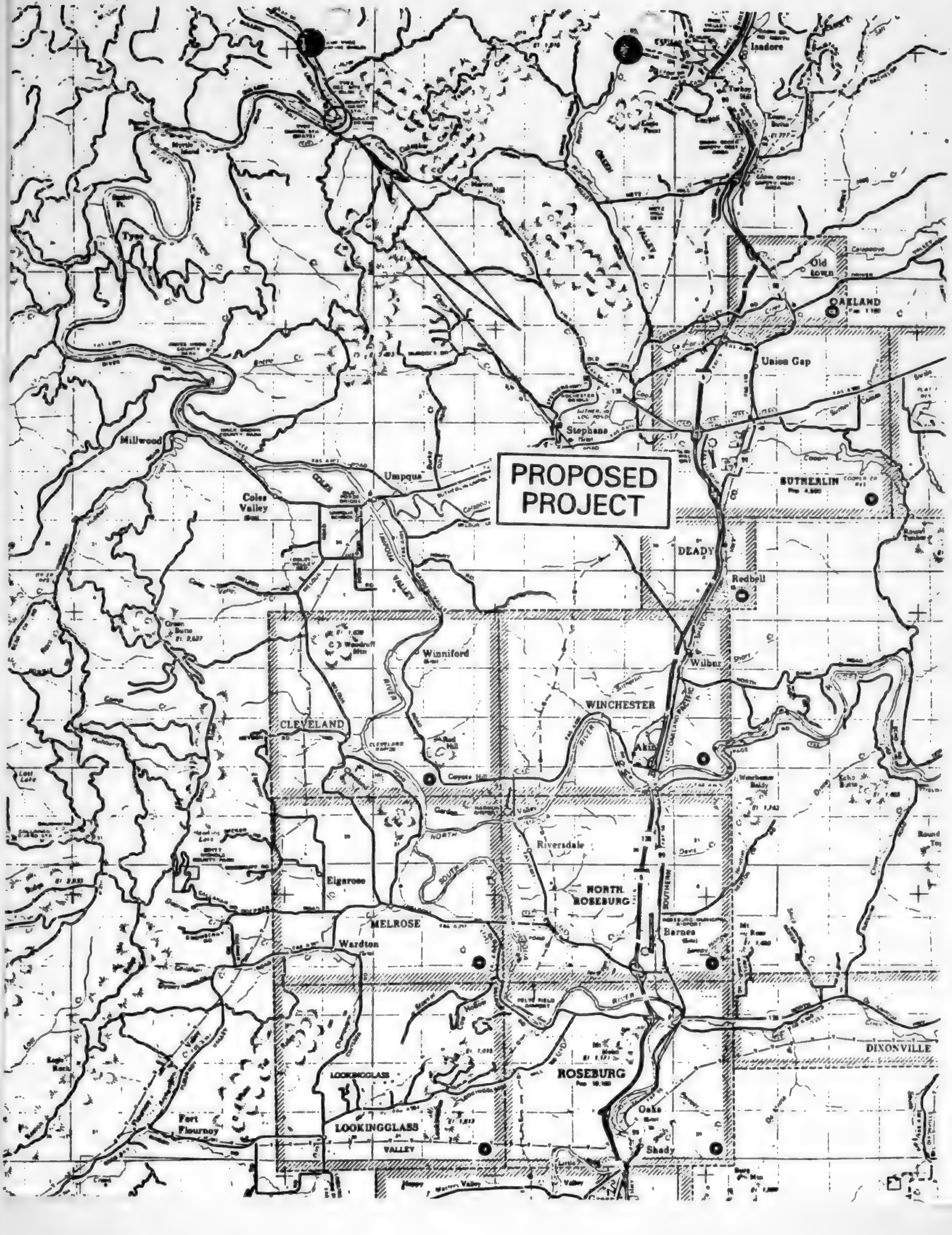
After a project has been approved for inclusion in the Highway Improvement Program, the Project Environment Classification part of the Project Prospectus should be completed and submitted to the Environmental Section. The Environmental Section will review the classification, obtain FHWA approval and send a copy of the form to Program Management for combining with the other parts of the Prospectus.

SPECIAL INSTRUCTIONS

If right of way or easements will not be needed for the project it will not be necessary to complete the Environmental Classification. The project will automatically be classified under the Statewide Categorical Exclusion.

If right of way or easements will be needed for the project, the entire form must be completed and the recommended classification and other documentation shown.

present. Displacement of stream bottom from pier placement would be offset by the removal of piers supporting the existing bridge.


PROPOSED PROJECT
Isadore
Old town
OAKLAND
Union Gap
Stephens
SUTHERLIN
Umpqua
Millwood
Tyee
Coles Valley
DEADY
Redbell
Green Butte
Woodruff Mtn
Winniford
Wilbur
WINCHESTER
CLEVELAND
Red Hill
Coyote Hill
Akin
Winchester Baldy
Echo Butte
Riversdale
NORTH ROSEBURG
Elgarose
MELROSE
Wardton
Barnes
DIXONVILLE
ROSEBURG
LOOKINGGLASS
LOOKINGGLASS VALLEY
Oaks
Shady
Fort Flournoy
Round Top

101059

CON 19-1F
Umpqua R.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-1000(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

3-20-84

4. PROGRAM NO.

5. ITEM NO. 40157

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-20-84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Umpqua River (Bullock) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $118,400
FF $94,720

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/17/84.

RECEIVED
STAT. HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. 3/29

14. DATE 3/20/84

15. SIGNATURE OF APPROVING OFFICIAL Robert B Holloway

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,059

OBEC CONSULTING ENGINEERS

March 12, 1984

Mr. Ken Erickson, County Engineer
Douglas County Department of Public Works
Room 219, Courthouse
Roseburg, Oregon 97470

Re: P. E. Agreement for Bullock Bridge

Dear Ken:

In a telephone conversation with Jack Ayres he indicated that the agreement seemed unclear in two areas: the foundation work and the environmental statements.

Regarding the foundations: OBEC plans only one analysis of the requirements for foundation based upon the findings of the drilling operation. We had planned to have the State do the actual drilling and have set aside an estimated allowance of $12,500 for this work which includes costs of access to the river piers if necessary. This amount is not a part of our basic P.E. Agreement and intended for budget purposes only. At this point in time neither ourselves nor the State could accurately forecast these costs.

Regarding environmental statements: We are supplying only the original copy of the project classification request as shown on Page 3. The County and we have previously agreed there is no rights-of-way involved. The environmental assessment should have been left blank or whatever minor requirement that is needed completed by the State.

I trust a minimum of delay will result from this and Federal approval forthcoming shortly. Failure to complete the planned foundation investigation at summer low water would set the project back one full year.

Sincerely,

Wally Palmateer

W. A. Palmateer

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible]
MAN. ASST. ______ PROG[illegible] ______
REFER TO ______
FOR ______

WAP:ps
cc: Jack Ayres

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

10,059

February 23, 1984

PKJ

Douglas County Board
of Commissioners
Courthouse
Roseburg, OR 97470

Attn: Mr. Kenneth Erickson
Division of Public Works
1036 SE Douglas
Roseburg, OR 97470

Gentlemen:

We have submitted a program to the Federal Highway Administration for the Preliminary Engineering work on the Umpqua R. (Bullock) Bridge No. 10636 Replacement Project in Douglas County.

As described in our Agreement No. [illegible], the County should now submit an Advance Deposit for its share of the Preliminary Engineering cost.

Estimated P.E. Cost	$118,400
Less 80% Federal Funds	(94,720)
COUNTY SHARE & ADVANCE DEPOSIT	$ 23,680

Please submit your P.E. Advance Deposit in the amount of $23,680 so your consultant may begin work. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

Recieved A.D.
3-13-84
MKS

MKS:pf
Attachment

bcc w/AD #84-13: Jack Ayres, Region 3
Vern Skoog-Please return completed AD #84-13
when advance deposit is received.

TO: Dale E. Wilken 10,059
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
2-17-84 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 7 mi. N.W. of Sutherlin "Umpqua Riv. (Bullock) Bridge Sec."	117	40157	BROS-1000(3)	Non	Co.Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' minimum

Water Development None Recreation & Historical Areas None

County Douglas Code 019 Imp. Code 09

A-95 Review:

State Cl. Ho......... Exempt X Date Approved ____

Dist. 6 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 4.

(2) Structure No. 19C358 SR 4.3

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 118,400
80%	FF	$ 94,720
	STATE	$ ----
	Co.	$ 23,680

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:

Enclosed is a copy of Parts, 1, 2, 3, & 4 of the Project Prospectus and Project Map.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-17-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

10,059

Douglas Co.

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Douglas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01972

SECTION Umpqua River (Bullock) Bridge, Alt. No. 1

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 210-1938

DATE 1-16-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 60,000	$ 60,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	--		916 PHOTO-GRAMMETRY			934 GEOLOGY		1,500
903 LOCAL GOVERNMENT	5,000	5,000	918 LOCATION		100	935 SOILS		1,500
904 CONSULTANT		40,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	500
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		4,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT	500	500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		100	950 TRAINING	--	
910 REGION GEOLOGIST	1,500	1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE	--	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	1,500	1,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	--		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	--		932 RAILROAD & UTILITIES					

TOTALS	$	$ 121,900
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS-1000(3)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications by consultant for the replacement of the Bullock Bridge on the Umpqua River.

1 Vorstee V
Anderson
cy Adams Ard
DM cy Macnab
2 Edwards E
Terpin
3 Trout A
cy Wakerlig

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up / /
Action

STATE HWY ENG. APPROVAL 8-3-83

PREPARED BY	DATE 1-16-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-12-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

10,059

PROJECT PROSPECTUS
PART 1 – ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1972

SECTION: Umpqua River (Bullock) Bridge, Alt. No. 1

REGION: 3 1-16-84

STATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
		FROM 0.00 TO 0.16	0.2 mile

	CITY	COUNTY	ROAD/STREET NAME
☐ URBAN ☒ RURAL		Douglas	Bullock Road

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
	C 0057	Douglas County

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 118.5	GRADING	(✓)	X	FILES	(#)	0
RIGHT OF WAY		$ --	PAVING	(✓)	X	ACRES	(#)	0
ROADWAY	$ 100		STRUCTURES	(✓)	X	RELOCATIONS	(#)	0
STRUCTURES	$ 1,000		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	C
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	C
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	NA
REMOVE EXIST. TRUSS SPAN	$ 78.5		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	NA
40% ENGINEERING & CONTINGENCIES	$ 353		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 1,531.5	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 1,650						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	HBR	1985

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	230	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Due to structural deterioration, a load limit restriction of 5 tons maximum has been placed on this structure. The bridge can no longer carry the needed legal logging traffic loads and ~~the~~ two truss spans are in poor condition due to the 1964 flood.

PROPOSED SOLUTION

Construct a new structure in the present location with a FHWA standard 28' width bridge.

REQUESTED, REGION ENGINEER X	DATE 1/16/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Umpqua River (Bullock) Bridge, Alt. No. 1	KEY ID # 01972
	REGION 3 1-16-84

PROJECT JUSTIFICATION

A seriously deteriorating structure that has a possibility for sudden collapse and non-use for commercial trucking has safety and economic impacts that should be resolved.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01972

SECTION Umpqua River (Bullock) Bridge, Alt. No. 1

REGION 3 1-16-84

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	A	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	A	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	A
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES N (LIST BELOW)

COMPANIES

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 30 MPH

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			10	0	10			1				
				2			12	0	12			2				

PROPOSED

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	2"			
1" - 0" Base Rock	12" min.				

STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	720	28	1,000,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1913 (7-83)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01772

SECTION
Umpqua River (Bullock) Bridge

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS
There is no right-of-way involved with this project

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) No right-of-way involved

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY
x

TELEPHONE NUMBER
440-3399

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

PROJEC. PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01972

SECTION Umpqua River (Bullock) Bridge, Alt. No. 1

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 1-16-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 60,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	--		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	5,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	500	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	--	
910 REGION GEOLOGIST	1,500		924 D.O.T.			955 R/W RELOC. ASSISTANCE	--	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	1,500		980 PUBLIC HEARING	1,000	
913 RIGHT-OF-WAY LIAISON	--		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	--		932 RAILROAD & UTILITIES					

TOTALS	$ 118,500	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

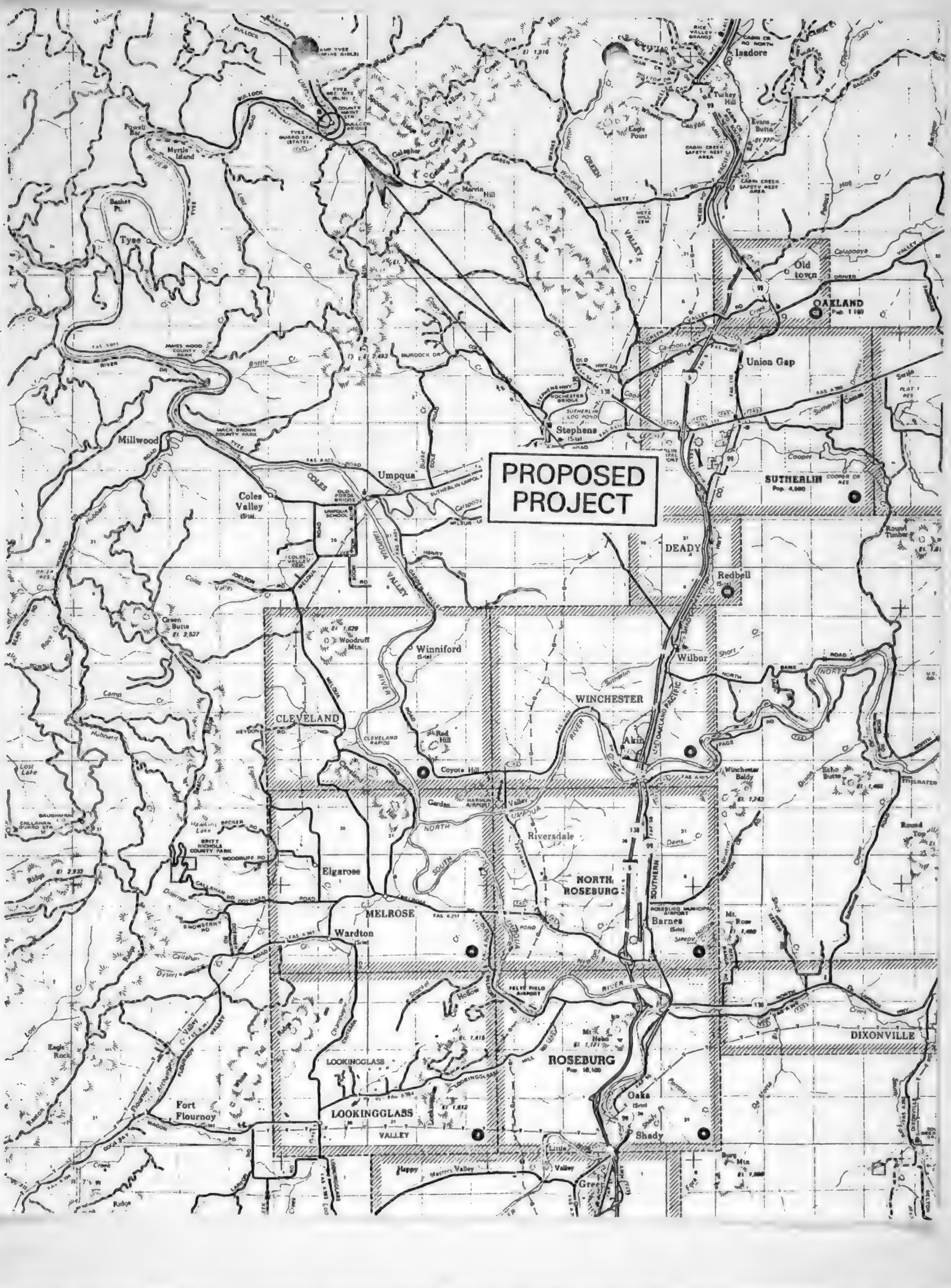
RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications by consultant for the replacement of the Bullock Bridge on the Umpqua River.

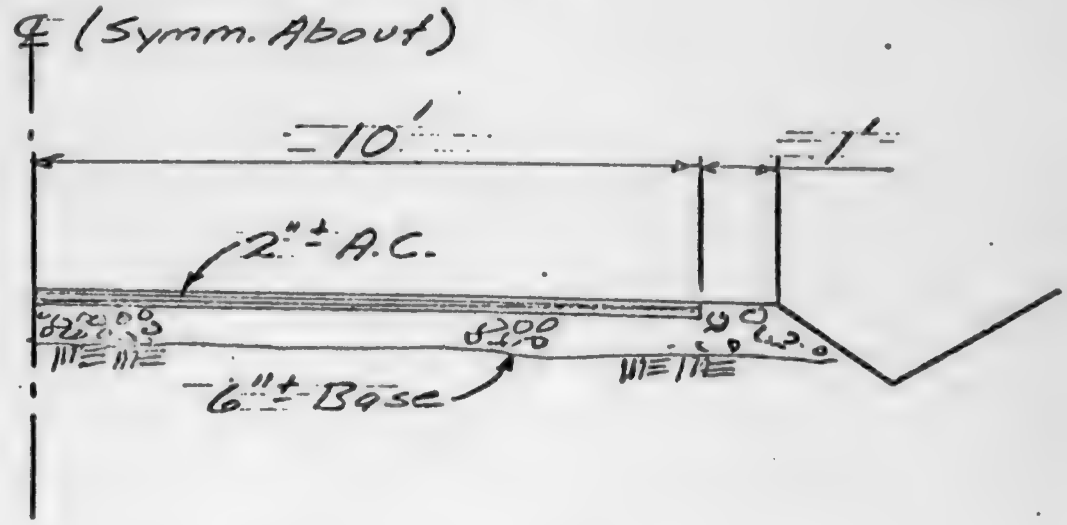
PREPARED BY	DATE 1-16-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 1/16/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	



PROPOSED PROJECT

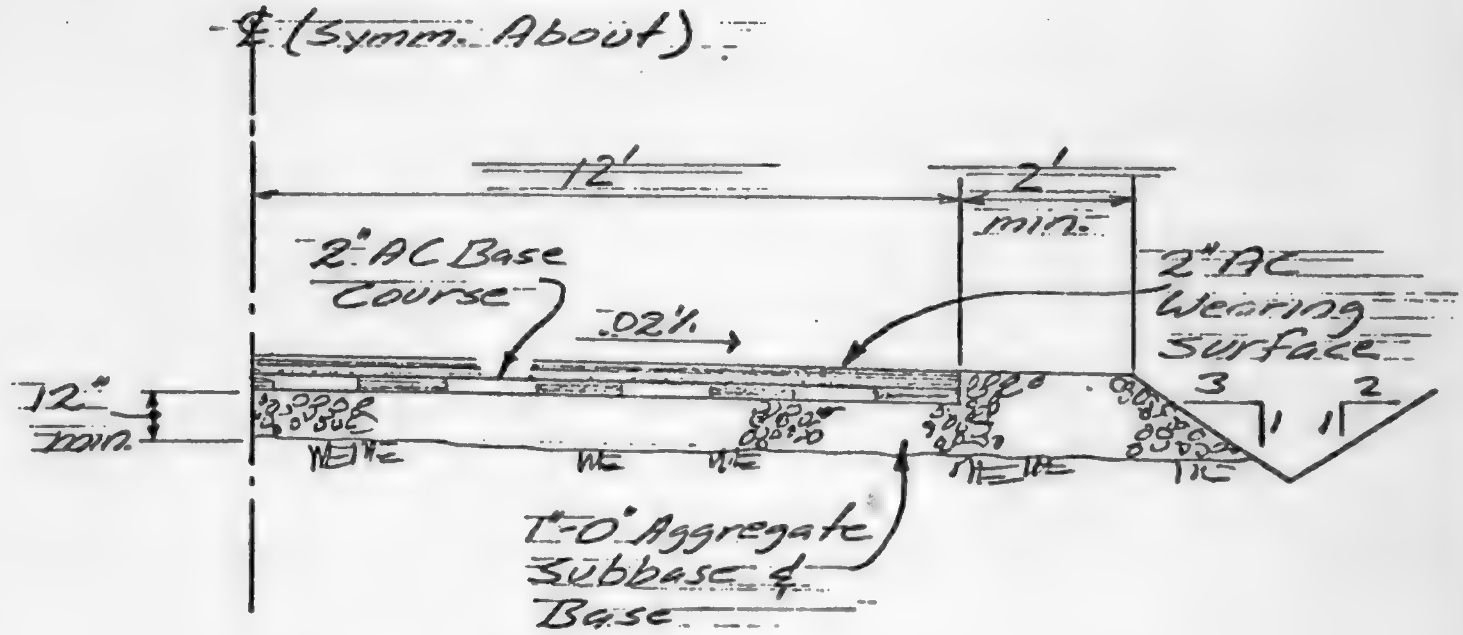
Isadore
Turkey Hill
Evans Butte
Eagle Point
Canyon
Tyee
Myrtle Island
Basket Pt.
Marvin Hill
Calapooya
Old town
OAKLAND
Union Gap
Stephens
Umpqua
Coles Valley
Millwood
SUTHERLIN
DEADY
Redbell
Round Timber
Green Butte
Woodruff Mtn.
Winniford
Wilbur
CLEVELAND
WINCHESTER
Red Hill
Coyote Hill
Akin
Winchester Baldy
Echo Butte
Garden Valley
Riversdale
Round Top
Elgarose
NORTH ROSEBURG
MELROSE
Wardton
Barnes
Mt. Rose
DIXONVILLE
Eagle Rock
LOOKINGGLASS
Mt. Nebo
ROSEBURG
Fort Flournoy
LOOKINGGLASS VALLEY
Oaks
Shady
Green
UMPQUA RIVER
NORTH UMPQUA RIVER
SOUTH UMPQUA
SOUTHERN PACIFIC

ALT 1


℄ (Symm. About)
10'
1'
2"± A.C.
6"± Base

EXISTING ROADWAY

No Scale


℄ (Symm. About)
12'
2'
min.
2" AC Base Course
.02%
2" AC Wearing Surface
3
1
1
2
12"
min.
1'-0" Aggregate Subbase & Base

NEW ROADWAY

No Scale

BULLOCK BRIDGE SEC.

DOUGLAS COUNTY

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Umpqua River (Bullock) Bridge, Alt. No. 1		KEY ID # 1972 REGION 3	1-16-84
STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 0.00 TO 0.16	LENGTH 0.2 mile
☐ URBAN ☒ RURAL	CITY	COUNTY Douglas	ROAD/STREET NAME Bullock Road
ROUTE #	FEDERAL AID # C 0057	APPLICANT (IF OTHER THAN STATE) Douglas County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 118.5
RIGHT OF WAY		$ --
ROADWAY	$ 100	
STRUCTURES	$ 1.025 ~~1,000~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 40.	
REMOVE EXIST. TRUSS SPAN	$ 95. ~~78.5~~	
40% ENGINEERING & CONTINGENCIES	$ 505 ~~353~~	
TOTAL CONSTRUCTION		$ 1.765 ~~1,531.5~~
TOTAL ESTIMATE		~~$ 1,650~~

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	C
CONSTRUCTION ENGINEERING	(S,C,A)	C
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	NA
RIGHT OF WAY ACQUISITIONS	(S,C,A)	NA

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	230	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Due to structural deterioration, a load limit restriction of 5 tons maximum has been placed on this structure. The bridge can no longer carry the needed legal logging traffic loads and ~~the~~ two truss spans are in poor condition due to the 1964 flood.

PROPOSED SOLUTION

Construct a new structure in the present location with a FHWA standard 28' width bridge.

REQUESTED, REGION ENGINEER X	DATE 1/16/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Umpqua River (Bullock) Bridge, Alt. No. 1	KEY ID # 01972	
	REGION 3	1-16-84

PROJECT JUSTIFICATION

A seriously deteriorating structure that has a possibility for sudden collapse and non-use for commercial trucking has safety and economic impacts that should be resolved.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01972

SECTION Umpqua River (Bullock) Bridge, Alt. No. 1

REGION 3 1-16-84

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S ~~A~~	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	A	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	A
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)

UTILITIES N (LIST BELOW)

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 30 MPH

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1			10	0	10			1				
				2			12	0	12			2				

PROPOSED

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	2"			
1" - 0" Base Rock	12" min.				

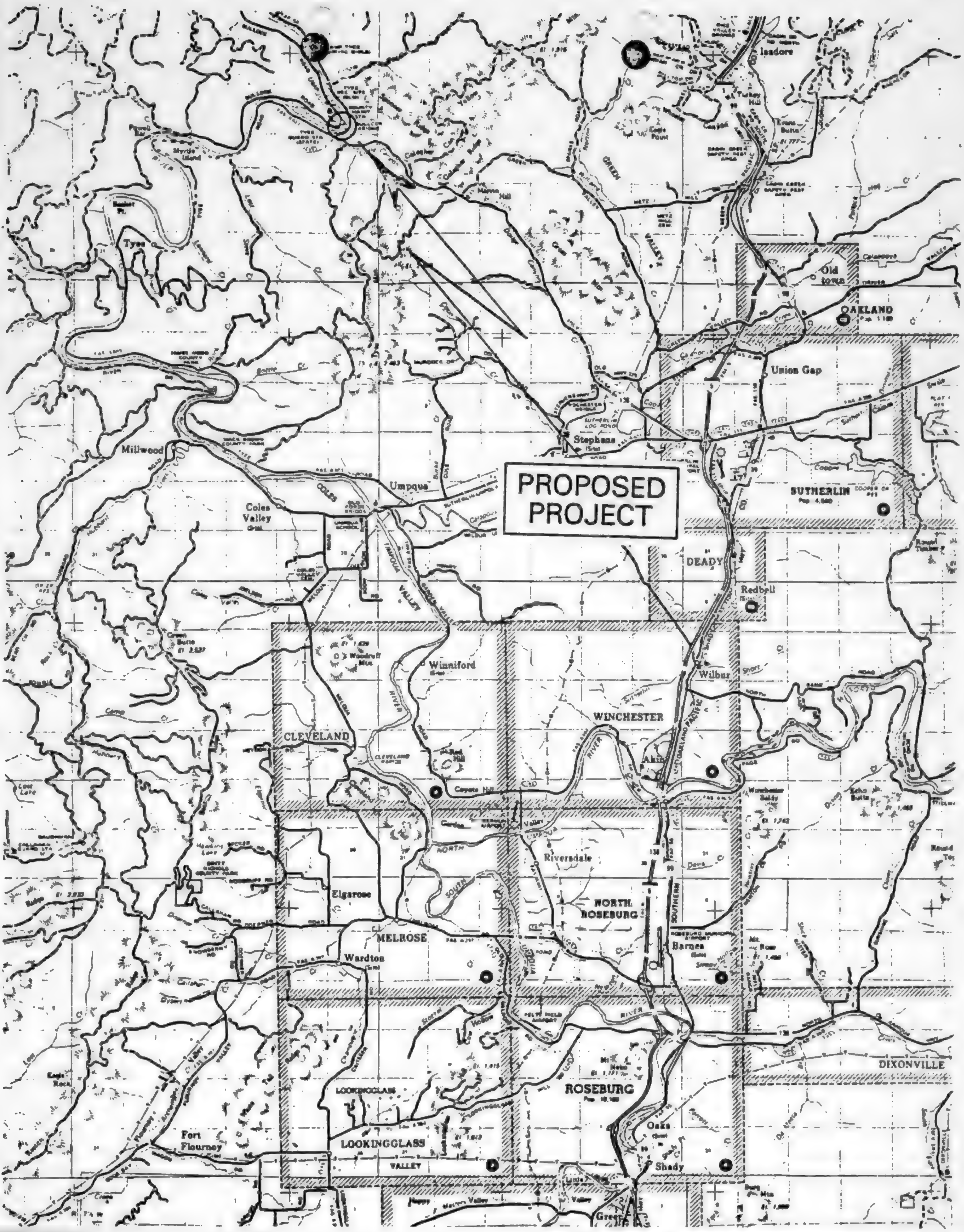
STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	720	28	$1,025,000 ~~1,000,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

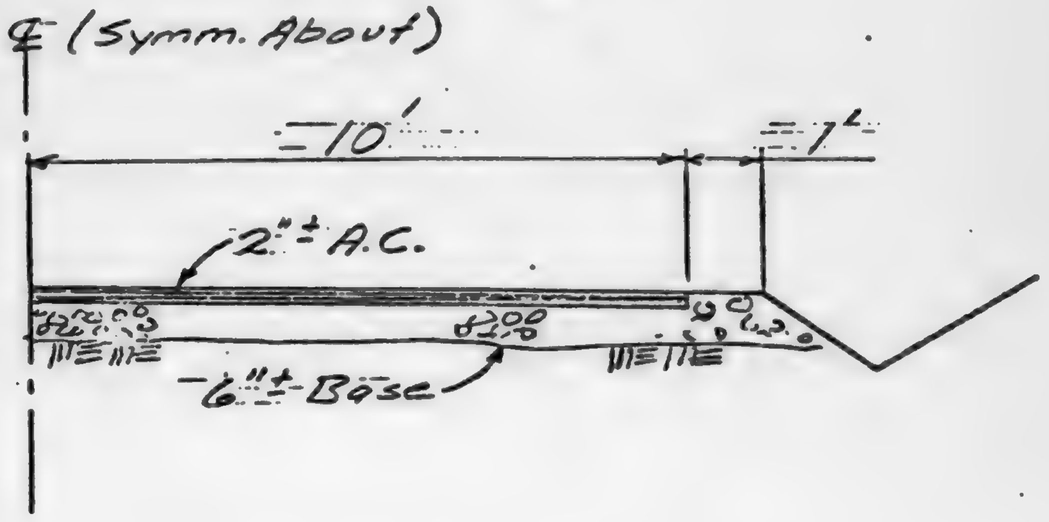
Location Engineer

Date

734-1912 (7-82)

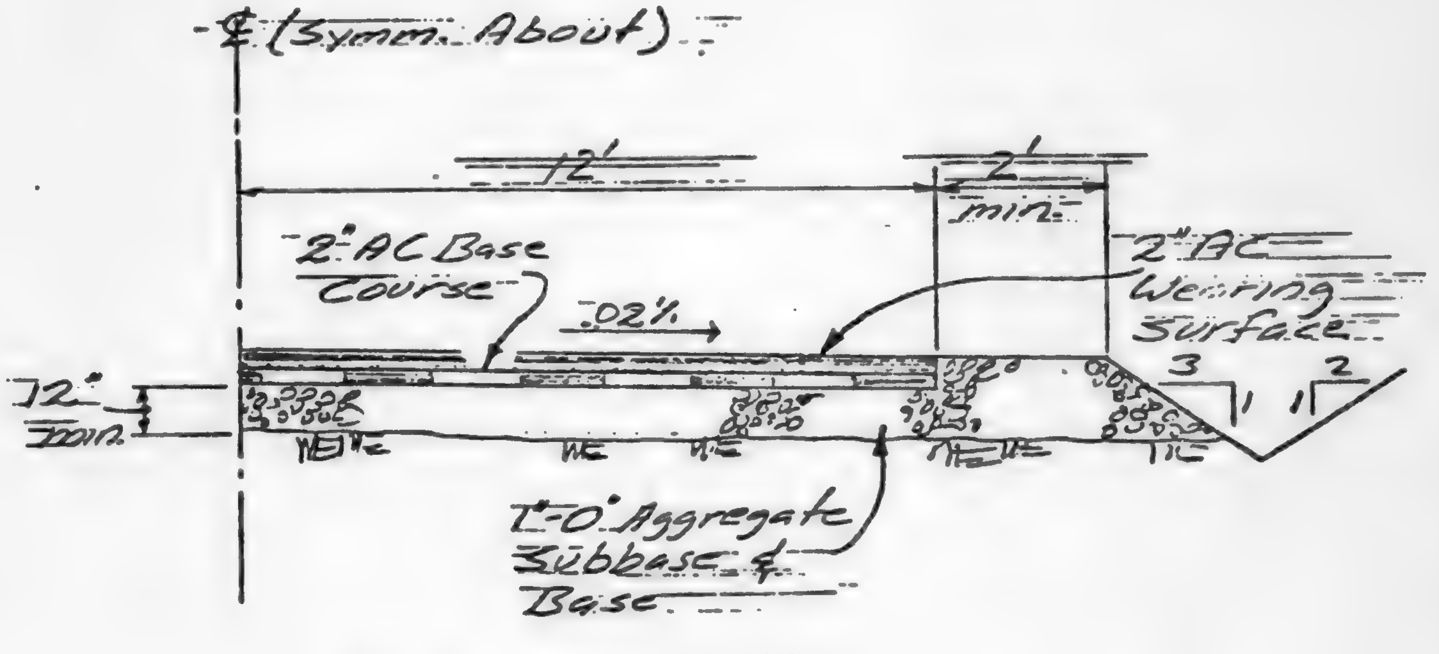

PROPOSED PROJECT
Isadore
Tyee
Myrtle Island
Millwood
Umpqua
Coles Valley
Stephens
Old town
OAKLAND
Union Gap
SUTHERLIN
DEADY
Redbell
Wilbur
Winniford
CLEVELAND
WINCHESTER
Coyote Hill
Akin
Riversdale
NORTH ROSEBURG
Elgarose
MELROSE
Wardton
Barnes
LOOKINGGLASS
LOOKINGGLASS VALLEY
ROSEBURG
DIXONVILLE
Fort Flournoy
Oaks
Shady
Green

ALT 1


℄ (Symm. About)
10'
1'
2"± A.C.
6"± Base

EXISTING ROADWAY

No Scale


℄ (Symm. About)
12'
2' min
2" AC Base Course
.02%
2" AC Wearing Surface
3
1
1
2
12" min.
1'-0" Aggregate Subbase & Base

NEW ROADWAY

No Scale

BULLOCK BRIDGE SEC.

DOUGLAS COUNTY

2059

CON 17-4
Umpqua
R.

October 26, 1983

Board of County Commissioners
Douglas County
1036 SE Douglas
Roseburg, OR 97470

AGR 4

Attention: Doris L. Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7238

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering the replacement of the Umpqua River (Bullock) Bridge (Bridge No. 10C358).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

10,059

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section
Atten Mainor Holmes

DATE: September 16, 1983

FROM: JACK AYRES JA
Region Federal Aid Specialist

SUBJECT:

MISC. CONTRACTS and
AGREEMENTS No 12,029

Attached are 3 copies of the consultant agreement for preliminary engineering on Bullock Bridge in Douglas County. Please process through our auditing section.

ja/cw
Attach.

[illegible] SECTION
[illegible] GP PROJECT UNIT X ✓
[illegible] [illegible]
REFER TO Maina
FOR

10,059

CON 19-4
Umpqua
R.

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: H.S. Coulter
State Highway Engineer

DATE: August 2, 1983

FROM Gary A. Potter
Manager, Program Section Gary

SUBJECT: Highway Bridge Replacement & Rehabilitation (HBR) Program
Local Government Projects

The joint State-County-City HBR Advisory Committee has reviewed additional requests from Local Governments concerning HBR projects and the Six-Year Highway Improvement Program. The Committee proposes to cancel one Off-System project and add four Off-System projects for funding with HBR funds.

1984 LOCAL AGENCY OFF-SYSTEM PROJECTS

JURISDICTION	PROJECT	TOTAL EST. COST	FEDERAL FUNDS	LOCAL SHARE	STATE SHARE
Umatilla Co.	Dillon Ditch (Edwards) Rd.) Br. #10463	CANCELLATION			
Harney Co.	Sylvies R. (Hotchkiss Ln.) Br. #25A42	$ 150,000	$ 12,000	$ 30,000	$ ----

1985 LOCAL AGENCY OFF-SYSTEM PROJECTS

JURISDICTION	PROJECT	TOTAL EST. COST	FEDERAL FUNDS	LOCAL SHARE	STATE SHARE
City of Clatskanie	Clatskanie R. (Park St.) Br. #09C10	$ 350,000	$ 280,000	$ 70,000	$ ----
Klamath Co.	Sprague R. (Godowa Sprgs. Rd.) Br. #35C133	300,000	240,000	60,000	----
Douglas Co.	Umpqua R. (Bullock) Br. #10C358	1,650,000	1,320,000	330,000	----

The projects have been investigated and are eligible for funding under the HPR Program. I recommend your approval and request you authorize these projects under delegated authority.

Approved by

H S Coulter
State Highway Engineer

8-3-83
Date

8-3 [illegible]

1387

10,059

Alternate 1

FEDERAL AID PROJECT REQUEST

Date 6-30-83

Applicant Agency DOUGLAS COUNTY

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. C0057 Route Name

Project Name UMPQUA RIVER (BULLOCK) BRIDGE SEC.

Project Length 0.2 MILES Project Location (Attach sketch map)

Project Description REPLACEMENT OF EXISTING BRIDGE AND CONSTRUCTION OF NECESSARY ROADWAY APPROACHES.

Average Daily Traffic 230 Design Speed 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 1'

Medians NONE Parking NONE

Sidewalks NONE

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 2'

Medians NONE Parking NONE

Curbed NO Length Curb Radii

Sidewalk/Bikeway

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

ALT. 1

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? APPLICANT

4. Permanent Striping:

Include in project or by applicant? APPLICANT

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 13.0 MILES NW OF SUTHERLIN, OR SEC 13, T24S R7W, W.M.

Type 2~STEEL THRU-TRUSS SPANS, 2~THRU-GIRDER SPANS, 4~STEEL MULTI-STRINGER SPANS

Approach Roadway Width 20' Shoulder Width 1'

Length 715' Width 19'-6" ROADWAY

To remain in place? NO

2. Proposed Structure:

Location ON SAME ALIGNMENT OR IMMEDIATELY UPSTREAM

Approximate Size: Length 720' Width 28'-0" ROADWAY

ALT. 1

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? NONE AT PRESENT

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — COUNTY DIRECTOR OF PUBLIC WORKS
   Office
2. Environmental — " " "
   Office
3. Public Hearing — " " "
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State ____ Consultant X

ALT 1

2. Project construction engineering to be performed by:

Applicant________ State________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: COUNTY MAY ELECT TO REMOVE EXISTING BRIDGE SPAN(S) WITH COUNTY FORCES.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 100,000
Right-of-way costs (if participating)	—
Traffic control	—
Illumination	—
Structures	1,000,000
Railroad	—
Other REMOVE EXISTING STRUCTURE	78,500
Preliminary engineering, FIELD, CONTINGENCIES (40%)	471,500
PROJECT TOTAL	$ 1,650,000

Remarks________

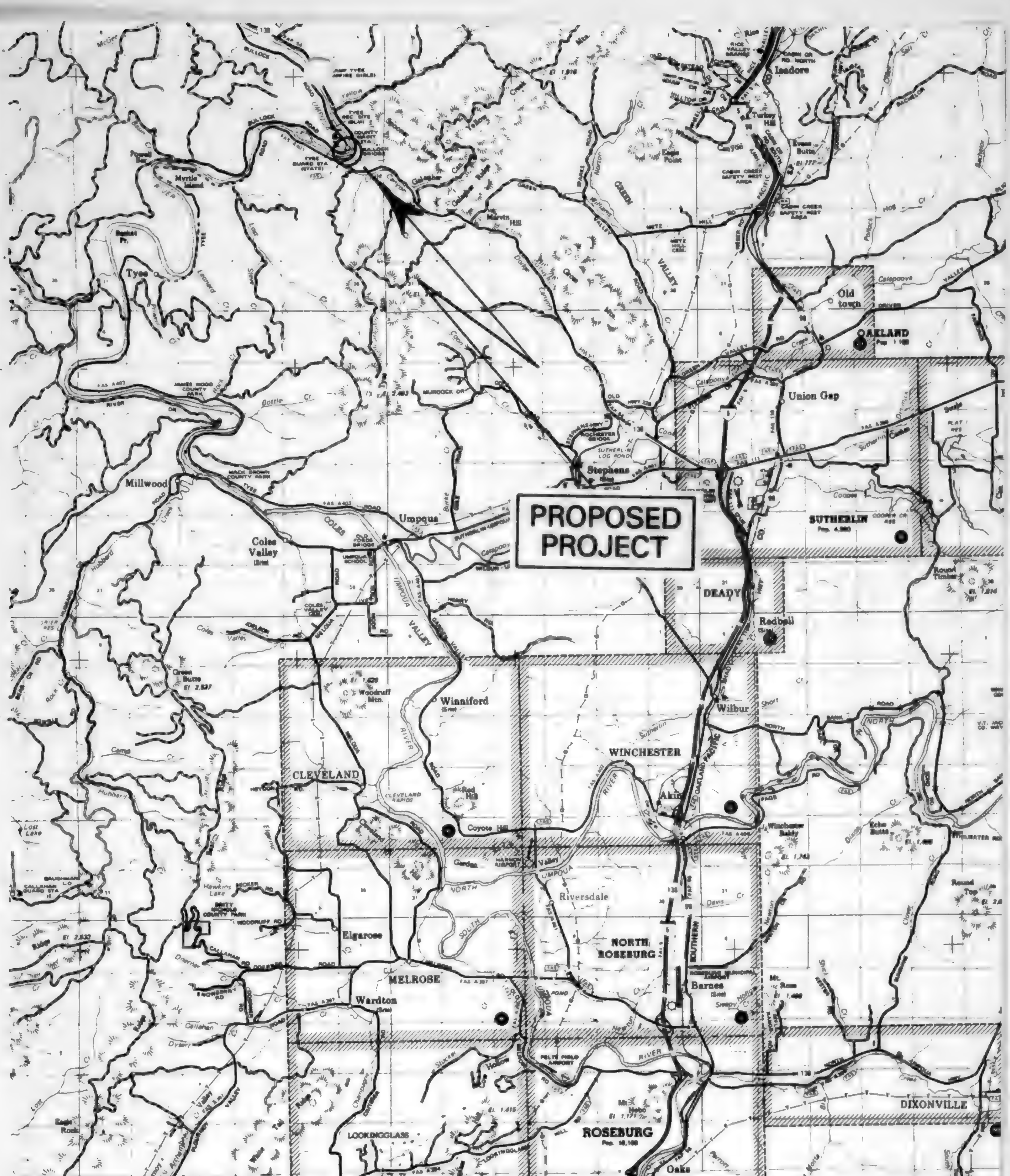
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or DOUGLAS COUNTY

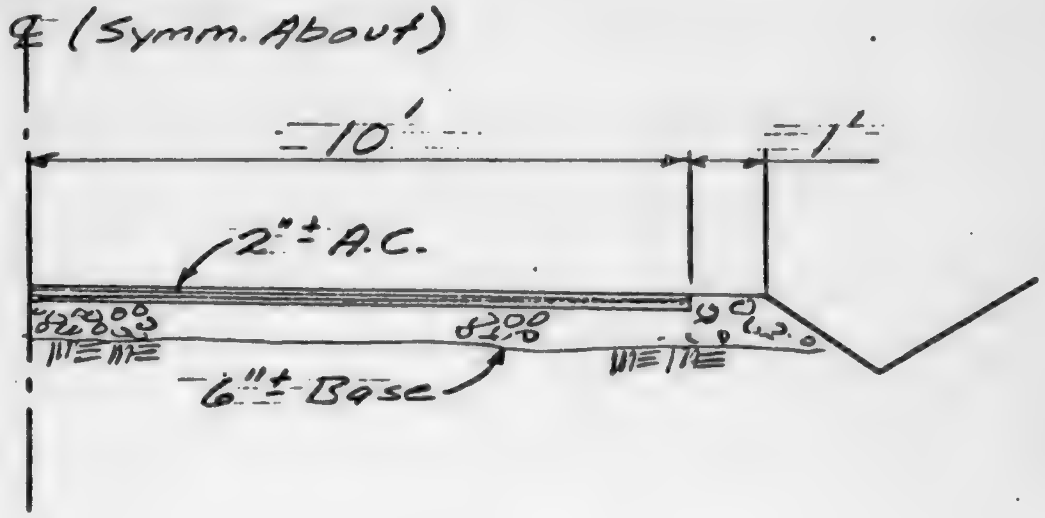
By________ By Bill Vian

By________ By

By ABSENT

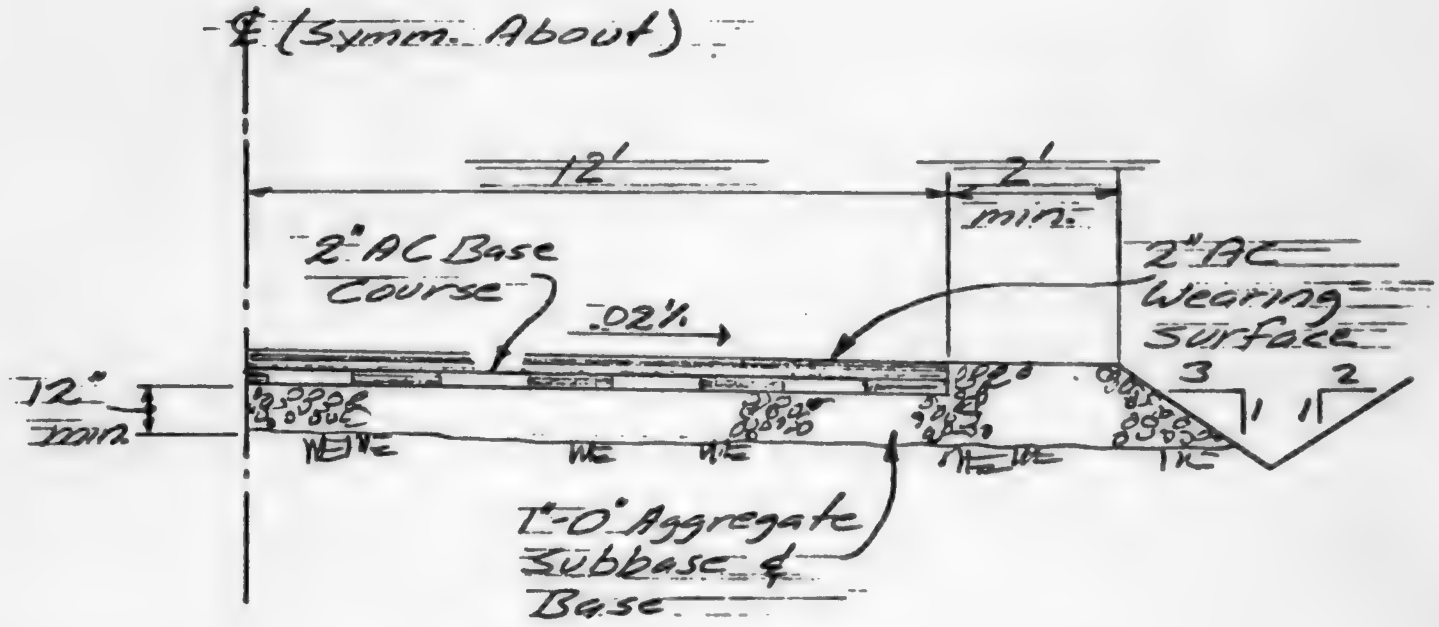

PROPOSED PROJECT
Tyee
Myrtle Island
Powell
Millwood
Umpqua
Coles Valley
Green Butte
Woodruff Mtn.
Winniford
CLEVELAND
Coyote Hill
Elgarose
MELROSE
Wardton
LOOKINGGLASS
VALLEY
Fort Flournoy
Happy Valley
Green
Marvin Hill
Eagle Point
Isadore
Turkey Hill
Evans Butte
Old town
OAKLAND
Union Gap
Stephens
SUTHERLIN
DEADY
Redbell
Round Timber
Wilbur
WINCHESTER
Akin
Winchester Baldy
Echo Butte
Riversdale
NORTH ROSEBURG
Barnes
Mt. Rose
ROSEBURG
Mt. Nebo
Oaks
Shady
DIXONVILLE
Round Top
Callahan
Hawkins Lake
Lost Lake
Eagle Rock
UMPQUA
RIVER
NORTH
SOUTH
Calapooya
Sutherlin
Cooper Cr.

ALT 1


℄ (Symm. About)
10'
1'
2"± A.C.
6"± Base

EXISTING ROADWAY

No Scale


℄ (Symm. About)
12'
2'
min.
2" AC Base Course
.02%
2" AC Wearing Surface
3
1
1
2
12" min
1'-0" Aggregate Subbase & Base

NEW ROADWAY

No Scale

BULLOCK BRIDGE SEC.

DOUGLAS COUNTY

10,059

Alternate 2

FEDERAL AID PROJECT REQUEST

Date 6-30-83

Applicant Agency DOUGLAS COUNTY
Request for: Off-System X, FAS-C ____, FAUS ____ Project
Federal Aid Route No. C0057 Route Name ____
Project Name UMPQUA RIVER (BULLOCK) BRIDGE SEC.

Project Length 0.2 MILES Project Location (Attach sketch map)
Project Description REPLACEMENT OF TWO EXISTING TRUSS SPANS, REHABILITATION OF OTHER SPANS.

Average Daily Traffic 230 Design Speed 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 1'
Medians NONE Parking NONE
Sidewalks NONE
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 2'
Medians NONE Parking NONE
Curbed NO Length Curb Radii ____
Sidewalk/Bikeway NONE
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

ALT 2

2. **Proposed Signalization:**

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? APPLICANT

4. **Permanent Striping:**

Include in project or by applicant? APPLICANT

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

NONE

2. **Proposed Illumination:**

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

10 C 358

Location 13.0 MILES NW OF SUTHERLIN, OR SEC13, T24S, R7W, W.M.

Type 2- STEEL THRU-TRUSS SPANS, 2- THRU-GIRDER SPANS, 4- STEEL MULTI-STRINGER SPANS

Approach Roadway Width 20' Shoulder Width 1'

Length 715' Width 19'-6" ROADWAY

To remain in place? ALL SPANS EXCEPT THRU-TRUSS SPANS TO REMAIN

2. **Proposed Structure:**

Location SAME

Approximate Size: Length 715' Width 19'-6" ROADWAY

ALT 2

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? NONE AT PRESENT

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	COUNTY DIRECTOR OF PUBLIC WORKS Office
2. Environmental	" " Office
3. Public Hearing	" " Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State ____ Consultant X

ALT 2

2. Project construction engineering to be performed by:

Applicant______ State______ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No______

If "yes," describe briefly: COUNTY MAY ELECT TO REMOVE EXISTING TRUSS SPANS WITH COUNTY FORCES.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ —
Right-of-way costs (if participating)	—
Traffic control	—
Illumination	—
Structures	534,900
Railroad	—
Other REMOVE TRUSS SPANS	29,000
Preliminary engineering, FIELD, CONTINGENCIES (40%)	225,500
PROJECT TOTAL	$ 789,400

Remarks______

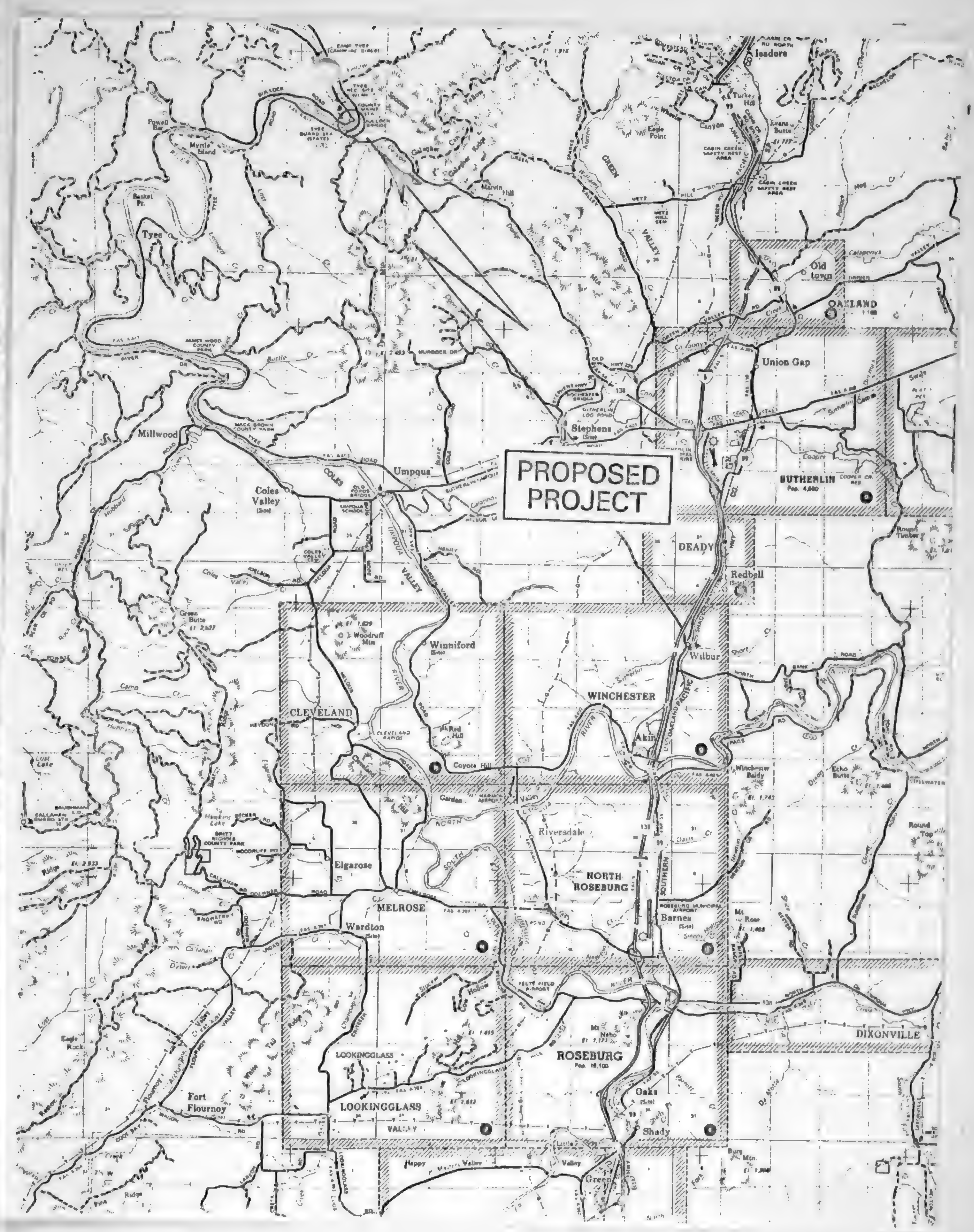
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or DOUGLAS COUNTY

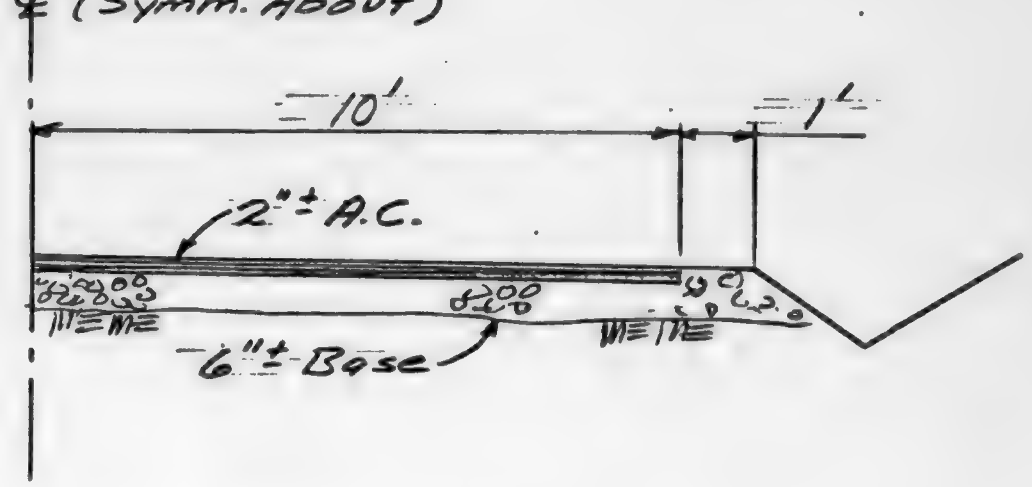
By______ By Bill Vian

By______ By Doug Roberts

By ABSENT


PROPOSED PROJECT
Isadore
Tyee
Powell Bar
Myrtle Island
Basket Pt.
Marvin Hill
Eagle Point
Canyon
Evans Butte
Turkey Hill
Green Valley
Old Town
OAKLAND
Union Gap
Millwood
Stephens
Umpqua
Coles Valley
SUTHERLIN
Pop. 4,560
DEADY
Redbell
Round Timber
Green Butte
Woodruff Mtn
Winniford
Wilbur
WINCHESTER
CLEVELAND
Red Hill
Akin
Coyote Hill
Winchester Baldy
Echo Butte
Garden Valley
Riversdale
Round Top
Elgarose
NORTH ROSEBURG
MELROSE
Wardton
Barnes
Mt. Rose
DIXONVILLE
Eagle Rock
Mt. Nebo
ROSEBURG
Pop. 18,100
LOOKINGGLASS
LOOKINGGLASS VALLEY
Fort Flournoy
Oaks
Shady
Happy Valley
Green
Lost Lake
Umpqua River

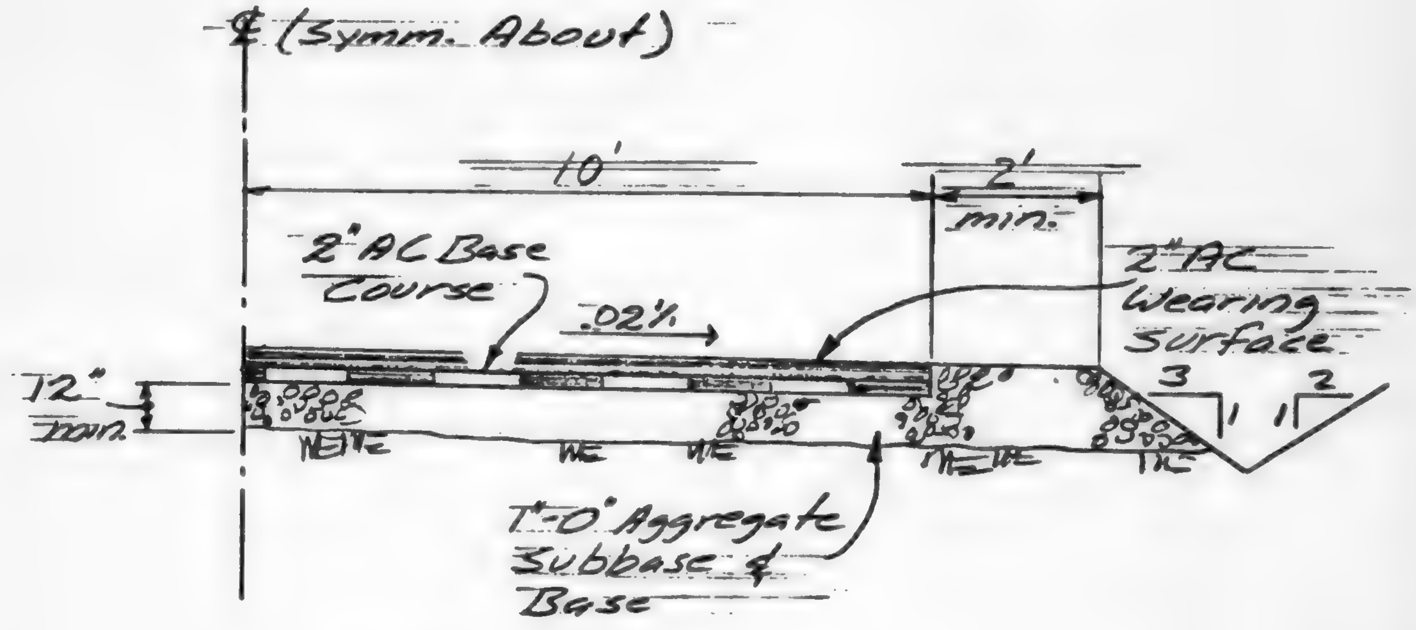
ALT 2



℄ (Symm. About)
10'
1'
2"± A.C.
6"± Base

EXISTING ROADWAY

No Scale



℄ (Symm. About)
10'
2' min.
2" AC Base Course
.02%
2" AC Wearing Surface
12" min.
3
1
1
2
1'-0" Aggregate Subbase & Base

NEW ROADWAY

No Scale

BULLOCK BRIDGE SEC.

DOUGLAS COUNTY

10,059 6-83

FEDERAL AID PROJECT REQUEST
SUPPLEMENTAL REPORT
FOR
SOUTH UMPQUA (BULLOCK) BRIDGE

County Bridge No. 57A-0.15
ODOT Bridge No. 10C358

Douglas County, Oregon

11,323
Robert T Wilson
JULY 17, 1981
ROBERT T WILSON

OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

June, 1983

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Present Condition 3

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Detour During Construction 7

Conclusion and Recommendation 8

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BRIDGE INSPECTION REPORT

SUFFICIENCY RATING - ALTERNATE 2

NARRATIVE REPORT

Introduction

On February 14, 1983 Douglas County authorized OBEC Consulting Engineers to prepare a Federal Aid Project Request to the FHWA for the Umpqua River (Bullock) Bridge. Two alternate applications are to be submitted for the structure --one being a rehabilitation of the bridge using the present 19'-6" roadway, and the other a proposed replacement structure built to FHWA standards, with a 28-foot roadway section.

The purpose of this report is to offer cost comparisons of the two alternates and to review the feasibility of rehabilitating the present structure.

Existing Structure

Bullock Bridge crosses the Umpqua River on County Highway No. 57, near its intersection with State Highway 138, between Elkton and Sutherlin in Douglas County, Oregon. It is located in Section 13, T24S, R7W, W.M.. The ADT in 1980 was 230. Existing land use zoning law limits future development in the bridge service area, and a large increase in traffic volumes is not expected in the future.

Since its original construction some 47 years ago, the Bullock Bridge has served both residential and logging-related traffic needs. In 1982, however, load limit restrictions were imposed due to severe structural deterioration, and the bridge can no longer carry the needed legal logging traffic loads; in fact it is posted for 5-ton maximum loading.

The bridge is 715.6 feet long, has steel grid decking throughout with a clear roadway width of 19'-6", and consists of the following spans:

Span 1:	26.4', steel stringers
Span 2:	98.6', steel vierendeel girders
Span 3:	140.8', steel truss
Span 4:	150.2', steel truss
Span 5:	149.3', steel plate girders
Spans 6 & 7:	62' and 61', 2-span continuous steel plate girders
Span 8:	27.3', steel stringers.

As well as can be determined, the bridge was originally constructed in 1936 by Douglas County and consisted of three steel truss spans (at the present Spans 3, 4, and 5) with timber trestle-type approach spans of about 120 feet at each end. There are no extant bridge plans for the original structure.

Drawings prepared by West Coast Steel Works in August of 1953 show details for the replacement of the east approach spans with the current Spans 1 and 2. Drawings dated October 1954, also by West Coast Steel Works, provide for the replacement of the west approach spans with the current Spans 6 and 7, and for new stringers, sills, deck and guardrail on the three truss spans. A two-lane HS15 live loading was used for the design of these replacement spans.

In December 1964 the structure suffered damage due to high water and drift, and one of the original truss spans (Span 5) was lost entirely. The

1964 flood also caused substantial damage to the bottom chords and floorbeams of the remaining truss Spans 3 and 4. Although repairs were made in 1965, the trusses are still some 3" out of alignment in the downstream direction. Reconstruction after the flood included the raising of the bridge some 3 feet for high water clearance, replacement of the third truss span with the existing Span 5, and the addition of the Span 8 west approach.

Present Condition

A complete field inspection of the structure was conducted in February 1976 for the purpose of obtaining detailed data necessary to determine the physical condition and load capacity of the structure. A followup inspection in November 1978 led to the first "Inspection and Load Rating Report" submitted to Douglas County with subsequent inspections and reports in April 1981 and May 1982.

The overall condition of Bullock Bridge is good, with the exception of the two truss spans which are in very poor condition.

The truss spans are in poor condition partly as a result of damage sustained to the bottom chords and floorbeams during the 1964 flood. The upstream bottom chord eye-bars are bent and kinked from impact by drift; and several of the truss eye-bar members, both lower chord and diagonals, have been reinforced or repaired by welding at one or both ends. Some other members are either bent or loose, and in some cases where a pair of eye-bars make up a member, one carries little or no dead load. Inspection teams have noted that in some cases a tight member elongates under heavy live load to transfer some load to the adjoining slack member(s).

Serious concern for the possibility of a sudden collapse of either of the truss spans was the impetus for ultra-sonic and magnetic partical testing performed in 1982. This testing was performed on the lower chord eye bars and diagonals in areas where cracks are known to develop due to high stress concentrations and manufacturing defects. Some cracks were found in the eye bars and diagonal rods that were not apparent by visual inspection and it was again noted that numerous eye bars (tension members) have been welded due to needed repairs from load and drift damage. The welds are not structurally acceptable due to the welding procedures used and the finish appearance. Due to conditions (cracks) found on the lower chords, it could be that other portions of the structure have cracks developing also.

The paint is cracked and peeling to the extent that heavy rust is evident throughout the structure. Although no serious loss of section is apparent at this time, the corrosion can be expected to continue at an accelerated rate.

The field inspections, condition rating, and load ratings performed were prepared in accordance with the current AASHTO "Manual for Maintenance Inspection of Bridges". The structure has been load rated and is currently posted for a single limit for all vehicles of 5 Tons, and registers a 1.00 "Bridge Sufficiency Rating" (HBR formula).

Unless major repair work to or the replacement of Spans 3 and 4 is accomplished in the near future, it is estimated that the remaining useful life of this structure is in the neighborhood of two years.

Alternatives for Construction

In evaluating the feasibility of Federally funded rehabilitation, two alternates are to be considered:

1. Complete replacement of the 715-foot structure to current FHWA standards, including 28-foot wide roadway.
2. Replace the two through steel truss spans with through steel plate girders similar to Span No. 5, and upgrade the live load capacity of the remaining spans to achieve a Sufficiency Rating of at least 80.0 in all but roadway width.

The first alternate would include all new construction of a major river crossing as well as removal of the existing bridge and piers. There are serious problems with this alternate involving necessary structure high-water clearance and limited approach alignment from State Highway 138 to the east. Although the present high water clearance is considered to be adequate, the bottom of any proposed superstructure should not infringe on the presently available waterway. Extensive roadwork for several hundred feet each way from the intersection would be required to raise the Highway 138 grade to accommodate the depth of a new superstructure.

Costs for the Alternate 1 structure are estimated on a per square foot basis of $50 and would be about $1,000,000. Inclusion of the approach roadway work, bridge removal, engineering, field inspection, and contingencies would bring the estimated cost for this alternative to approximately $1,650,000.

The second alternate includes both new construction (Spans 3 and 4) and rehabilitation work on Spans 1, 2, and 5, as well as new guard rail installation throughout. Douglas County has expressed its desire to upgrade the structure to carry a single lane HS20 loading (76,000 to 80,000 pounds GVW). This live loading was compared to a two-lane HS15 loading, and found to be substantially equivalent. The two-lane HS15 inventory rating will provide a sufficiency rating in excess of 80.0 for the structure in all but roadway width. (See Appendix)

Preliminary engineering was performed to determine the requirements for a through-girder system for Spans 3 and 4. Detailed analysis of existing components of all other spans has been done to determine the costs of upgrading to at least the above live load (inventory) capacity. Calculations performed on the existing steel decking indicated a marginal capacity for HS20 wheel loads, but it has been carrying normal traffic for an appreciable length of time and shows no distress. New steel grid decking is proposed for only the replacement Spans 3 and 4.

Alternate 2 - Construction Summary

The Alternate 2 proposed construction summary is as follows:

Span 1- Remove existing grid decking and sills.
Coverplate 4 - W14x30 and 2 - W18x50 stringers.
Strengthen connections as required.
Re-install sills and grid decking.

Span 2- Remove existing grid decking sills and stringers.
Coverplate 7 - 24WF76 floorbeams.
Strengthen connections as required.
Re-install stringers, sills, and grid decking.

Spans 3&4- Remove existing truss spans.
Construct new 141' and 150' through-girder spans:
- 96" Plate girders
- W21x82 Floorbeams
- W14x34 Stringers
- Steel Grid Decking

Span 5- Coverplate 9 - W21x55 floorbeams and stringers.
Strengthen Connections as required.
Re-install stringers, sills, and grid decking.

All Spans- Replace guard rail and rail posts.
Clean and paint.

The estimated cost for the two new Alternate 2 spans, utilizing existing piers and rehabilitation costs for the remaining spans would be approximately $563,900. Inclusion of engineering, field inspection, and contingencies would bring the estimated cost to $789,400.

Detour During Construction

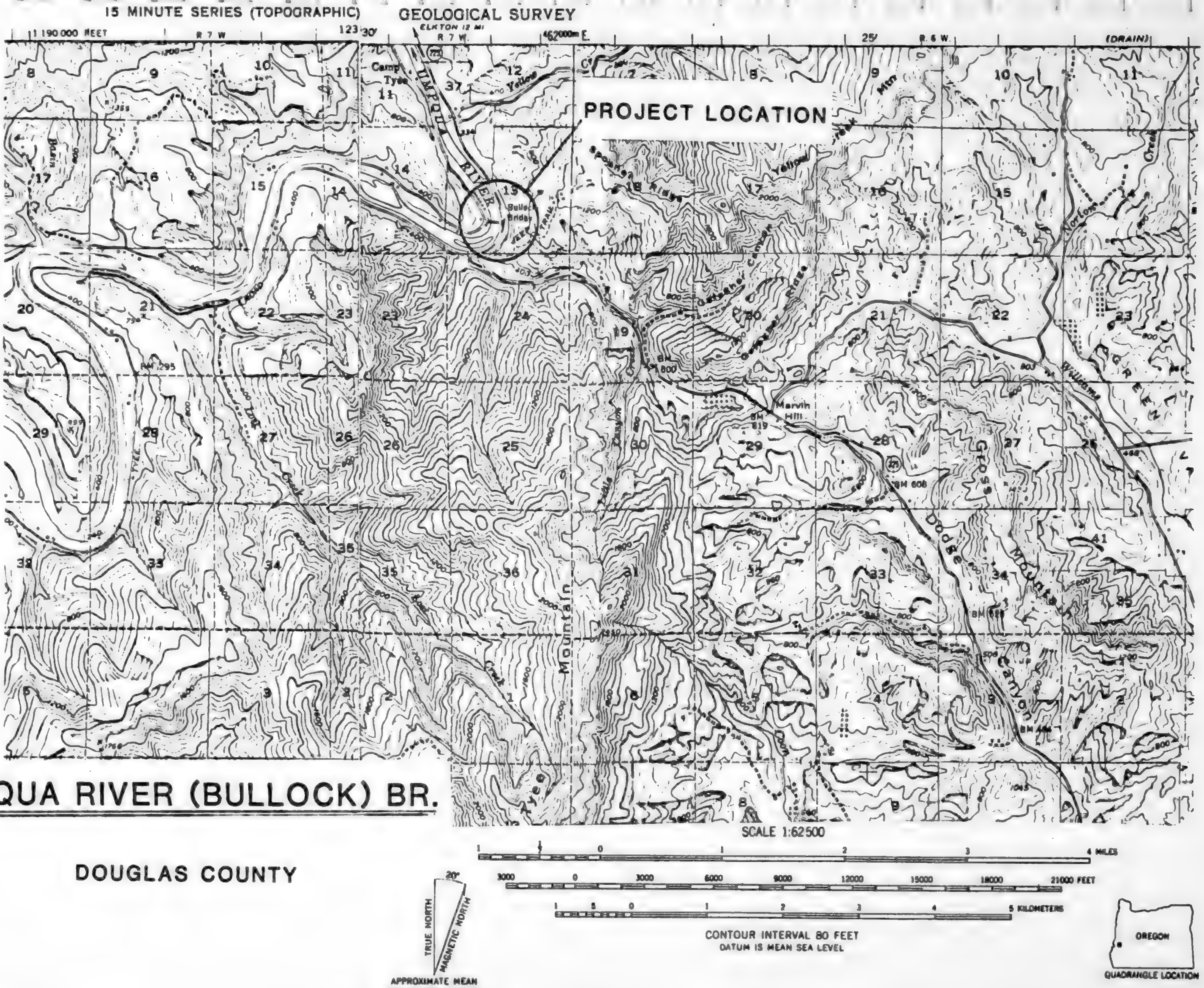
The by-pass detour length of 28 miles is now traveled by all vehicles in excess of the current 5-ton single vehicle weight limit. With a no-build alternative, the bridge could be closed to all traffic in some two years, depending on the rate of structural deterioration.

The Alternate 1 construction, with an estimated duration of about 18 months, could possibly proceed with the existing structure still in service, but construction equipment in excess of the current posting must detour around this structure. There can be no guarantees that the old structure would remain in service until the completion of the new bridge.

Alternate 2 rehabilitation would necessitate the closure of the bridge during most of the actual construction, particularly during the rebuilding of the truss Spans 3 and 4. Removal of the grid decking and transverse sill beams also does not economically lend itself to stage construction. The closure of the bridge for the actual Alternate 2 rehabilitation is estimated to be from 3 to 6 months.

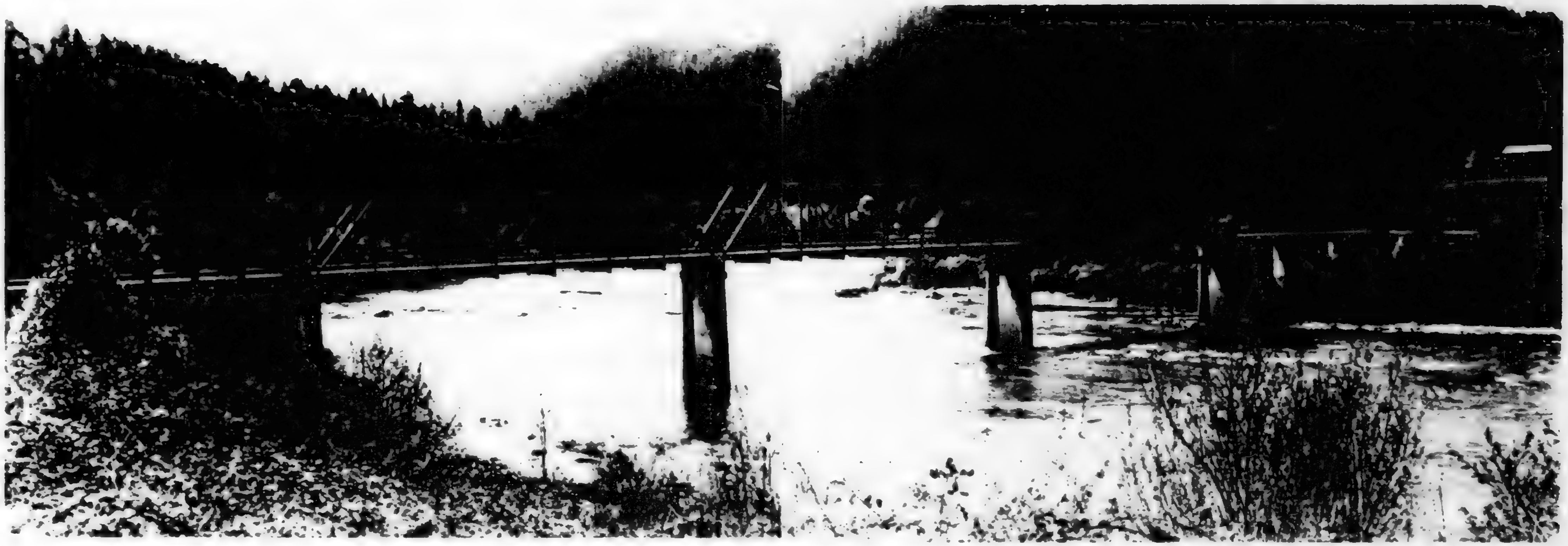
Conclusion and Recommendations

Two alternate proposals have been addressed within this study, one being the total replacement of the existing 715' structure to current FHWA standards on approximately the same horizontal alignment. The second alternative, preferred by the owner Douglas County, is the replacement of Spans 3 and 4 utilizing existing piers, and the rehabilitation of the remaining spans. Although the roadway width of 19'-6" is sub-standard, it is felt that the low ADT would be served adequately, safely, and most economically by the rehabilitation alternate.


15 MINUTE SERIES (TOPOGRAPHIC)
GEOLOGICAL SURVEY
1 190 000 FEET
R 7 W
123°30'
ELKTON 12 MI
R 7 W
462000m E.
25'
R 6 W.
(DRAIN)
PROJECT LOCATION
Camp Tyee
UMPQUA RIVER
Bullock Bridge
Yellow
Basin
Marvin Hill
BM 800
BM 819
BM 600
Gross
Dodge
Canyon
Mountain
Williams
GREEN
Coon
SCALE 1:62500
4 MILES
21000 FEET
5 KILOMETERS
CONTOUR INTERVAL 80 FEET
DATUM IS MEAN SEA LEVEL
TRUE NORTH
MAGNETIC NORTH
20°
APPROXIMATE MEAN DECLINATION, 1955
OREGON
QUADRANGLE LOCATION

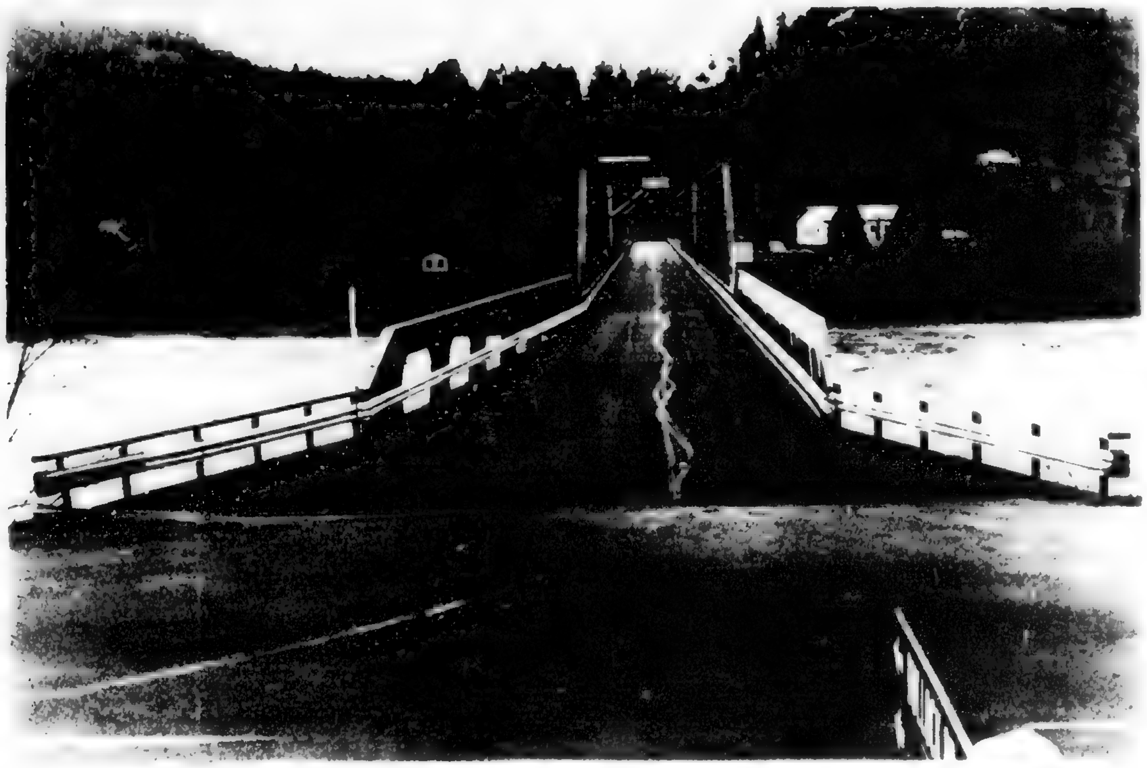
UMPQUA RIVER (BULLOCK) BR.

DOUGLAS COUNTY

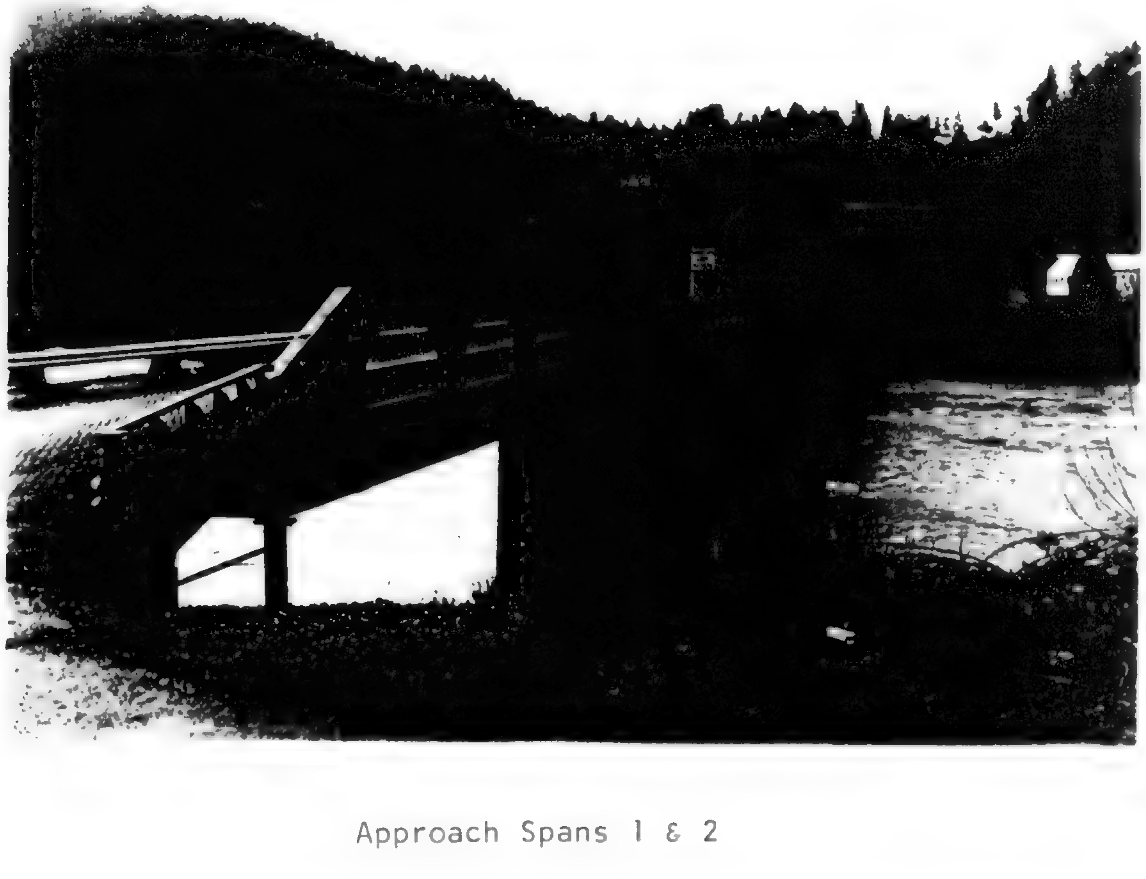


Bullock Bridge- Looking Upstream

Span 2



Highway 138 Intersection- Looking West from Hwy 138



Approach Spans 1 & 2

Page #1

# 10C358

BRIDGE NO. ~~57-8.8~~
57A-0.15

OBEC **CONSULTING ENGINEERS**
EUGENE, OREGON

BRIDGE INSPECTION REPORT

BRIDGE TYPE Steel Truss NAME Bullock Bridge HWY. NO. C-57 MILE POST 0.1
CROSSING (OVER, ~~UNDER~~) Umpqua River COUNTY Douglas INSPECTORS' John Quiner II
DISTRICT 6 YEAR BUILT 1937 PHOTOS one DATE 5-17-82 5-18-82 SIGNATURES Gary Gilliam
Douglas Co Dist. #3

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
END BENTS	Caps	8	
	Piles	8	
	Footings	/	
	Footing Piles	/	
	Backwalls, Bulkheads	8	
	Wings	8	
INTERIOR PIERS OR BENTS	Caps	8	
	Columns, Posts	8	
	Footings	8	
	Footing Piles	/	
	Piles H pile post	8	
	Bracing	8	
3. Debris on Seats		8	
4. Paint		/	
5. Collision Damage		8	
6. Scour		8	
7. Settlement (Footing or Piling)		8	
INSPECTOR'S CONDITION RATING (60)		8	
CHANNEL & CHAN. PROTECT. (61)			
1. Channel Scour		8	
2. Embankment Erosion		8	
3. Drift		8	
4. Vegetation		8	
5. Channel Change		/	
6. Fender System		/	
7. Spur Dikes & Jetties		/	
8. Riprap		/	
9. Adequacy of Opening		7	
INSPECTOR'S CONDITION RATING (61)		8	

SUPERSTRUCTURE (59)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Stringers Truss spans		7	
2. Girder ~~or Beams~~		8	
3. Floor Beams		7	
4. TRUSSES	Chords	4	2
	Web Members	5	
	Portals	7	
	Bracing	5	
5. Diaphragms, Bridging		8	
6. Bearing Devices		7	
7. Paint		5	
8. Rivets or Bolts		8	
9. Welds		7	
10. Collision Damage		4	
11. Deflection under Load		7	
12. Alignment of Members		4	
13. Vibrations under Load Empty 20 c.y. dump truck		7	
14. Machinery (Movable Spans)		/	
INSPECTOR'S CONDITION RATING (59)		4	2
CULVERTS & RETAIN. WALLS (62)			
1. Barrel or Wall	Concrete	/	
	Steel		
	Timber		
2. Headwall & Parapet			
3. Aprons			
4. Wingwalls			
5. Adequacy			
6. Debris			
INSPECTOR'S CONDITION RATING (62)		/	

DECK (58)	Condition Rating
1. Deck — Structural Condition	8
2. Wearing Surface	/
3. Deck Joints	/
4. Curbs, Felloe Guards	/
5. Sidewalks	/
6. Parapet, Concrete Barrier	/
7. Railing, Posts	7
8. Median Barrier, Railing	/
9. Paint	7
10. Drains	/
11. Lighting Standards	/
12. Utilities	8
13. Vibrations in Deck	/
INSPECTOR'S CONDITION RATING (58)	8
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	8
2. Shoulder Embankment	7
3. Relief Joints	/
4. Approach Slab	/
5. Guardrail	/
INSPECTOR'S CONDITION RATING (65)	8
SAFETY FEATURES (36)	0 0 0 0
APPR. ALINE. (72)	8
SIGNING	
1. Posted Loading 15-20-25	
2. Legibility	8
3. Visibility	8
INSPECTOR'S CONDITION RATING	8.

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

$L_3 L_4$ - 4.
$4_3 L_6$ - 3

72-1 Sign showing truck type is not same as calculated load.

8-7 : Posts & flex beam & heavy angle iron rail ~~rail~~ throughout the bridge length is damaged and scraped. Bent #1 left has worst damaged rail with two broken posts.

9-1 : Several of Spans 3 & 4 15" stringers have been damaged from High Water (Span #3 L_1-L_3 left & Span #4 L_4-L_8 left & L_6-L_7 Right) Bottom flanges & webs bent downstream.

59-2 : Span #2 & #5 girders bow downstream & Spans 6, 7, & 8 beams have up to 1/2" negative camber. Spans 5 & 6 beams touch when totally expanded.

59-3 : Spans 3 & 4 floor beams have H.W. damage & slight bows in them. Spans 2 & 5 floor beams ok.

59-4 : Portals have very minor collision damage & twists. Lateral bracing all loose, bent & some have been repaired after HW. 60% of top braces tight in Span #3.

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EUGENE, OREGON
BRIDGE INSPECTION REPORT

BRIDGE NO. 57-8.8

Page #2

9-4 : Diagonal rods & eye bars & bottom chord eye bars are bent, Loose, and
5 -10: some were cut & repaired (?) after '64 High Water. See sheets 3-5 for detailed
59-12 description as well as April, 1981 report. Rods and eye bars with cracks in same that could cause member failure are L_8-U_4, L_4-U_3 & U_6-L_6. All are in span #3 on right side. Numerous vertical posts & the end posts are bent from H.W. & bridge traffic. See detailed sheets for location.
No apparent added collision damage or HW damage since 1981 inspection. Only addition is finding of cracks by testing performed by Northwest Testing.

59-6 : Bearings beneath spans 3 & 4 dirty & rusted

59-7 : All paint throughout structure is chipping & in spans 3 & 4, & 5 it is peeling in very large areas. Paint in spans 3 & 4 extremely brittle & weathered.

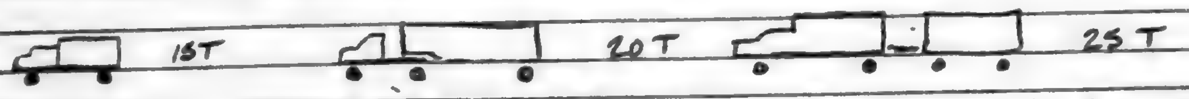
59-9 : Some non essential welds are cracked or broken in spans # 4 & 8.

59-11 & 13 : Trusses bounce & shake a lot with 20 C.Y. empty dump truck. Loose diagonals very apparent while truck shaking bridge.

60-1 : Bent 5 on upstream side the grout joint between concrete pours about 10' below top is deteriorating

61-9 : Opening adequacy was poor till the bridge was raised in 1965 & now its marginal.

72 - The clearance signs on both trusses are same now, which is right except that the signs read 17'-6" & should be 17'-4"
Douglas County signs which show the truck axle loading is as follows:



These configurations not what 1981 report & recommendation showed for # of axles.

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BRIDGE INSPECTION REPORT

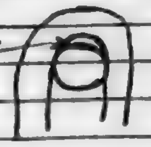
BRIDGE NO. 57-8.8

Page #3

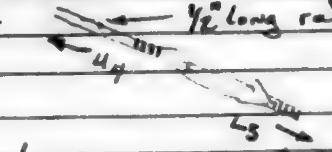
Span #1 Left rail is bent from collision damage

Span # 2 Both girders are bowed downstream on top flange
Lateral bracing between floor beams are bent & Loose
Flex beam rail bent @ Pt. #2 right.

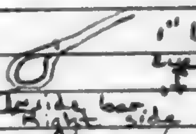
Span #3 Point "4" Radius on "U" bars over bottom pins is not equal.



L_6 Lower pin missing the exterior Nut on right side.
L_1-L_2 ext. eye bar left side bent & loose
L_2-L_3 Upstream stringer badly bent.
L_3-U_4 Slight wiggles & one bend on downstream ◻ rods
L_5-U_5 - Right side inside ℄ bent 5' from top
L_7-U_6 - Left side endpost has some negative camber sweep 1/4"-3/8"
L_5-U_4 - ← 1/2" long radial crack in top of 3/4" rod. 6" above the turnbuckle



L_4-U_3



1" long radial crack 2" above eye hole across top & over side of 1" ⌀ rod.

(More Notes Page #4)

Span # 4 Point "4". ext. eyebars - bent out of line
Stringers - lower flange is bent downstream
due to collision of H.W. - L_4-L_8 Lt. - L_{6-7} Rt.
Vertical members just above floor beam are
bent due to H.W. collision.
Truss is bowed down stream
L_4-U_5 - one of two bars is loose
Un-equal tensing in eye bars.
L_4-L_5 @ L_4 ext. Sonic indicate a crack (Cannot meas.) Rt.
L_2-L_3 @ L_3 Rt. ext., (sonic), possible crack near pin.
L_5-L_6 @ L_6 Rt. ext. long. crack at pin.

Span # 5 Girders bow down stream on top flange.
Beams have very large areas of rust & paint Loss.

Span 5 & 6 beams touch when totally expanded

Spans 6 & 7 Beams have minor negative camber

Span #8 1/2" negative beam camber. No room for expansion on either end of beam bearings. Broken weld at connection of center beam to span 7 beam. Not serious as 2/3 weld ok & bolted to span 7 beams also.

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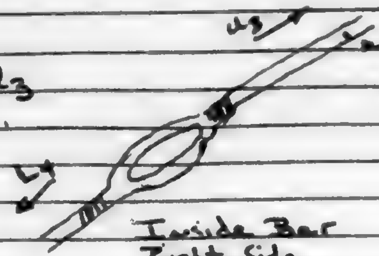
BRIDGE INSPECTION REPORT

BRIDGE NO. 57-8.8

Page #4

Span #3

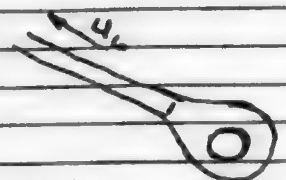
$L_4 - U_3$



Inside Bar
Right Side

Small 1" long crack about 1 foot above turn-buckle @ top edge of apparent weld point of 1" ⌀ rod. Crack is radial from top to bottom on inside face.

$U_6 - L_5$



Exterior Eye bar
Right side

1½" long x 3/8" deep crack on inside face only 3" above hole in bar

Eye in end of $U_3 - L_4$ 1" round bar is a perfect circle; not shaped like a tear drop as all the others.

All bottom chord eye bars & diagonal eye bars were ultrasonic tested and magnifluxed L_1, L_2, L_4, L_5 & L_6 on left & L_4 & L_5 on right side.

Span #4. All bottom chord & diagonal eye bars were ultrasonic tested and magnifluxed those @ $L_1, L_3, L_4,$ & L_7 on left & L_3, L_4, L_5, L_6 & L_7 on ~~left~~ Right & found no cracks except some typical forging marks. U bolts on each floor beam are free of cracks

Several Rail post channels bent from high water collision on left side

90% of the top & bottom horizontal sway bracing (X bracing ⌀ rods) are loose & saging
When this bracing was once tight & probably due to flood damage many of the connections to the top chord top plate have noticeable humps in the plate from the rods trying to pull out.

Top chord has an S in it. The grade line is straight in $U_1 - U_4$ area & negative 3/8 - 1/2" in $U_5 - U_6$ area with $U_6 - U_9$ being humped 1/4"

Note: All metal deck & support channels have been rewelded throughout.

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BRIDGE NO. 57-8.8

Page #5

Span #4 Notes

List of bottom chord eye bars which were cut, repaired, & rewelded after HW damage in 1964

① $L_1 - L_2$ Left outside ② $L_2 - L_3$ Left outside ③ $L_4 - L_5$ Left outside, ④ $L_5 - L_6$ both bars left side ⑤ $L_6 - L_7$ Left outside ⑥ $L_7 - L_8$ Left outside

$L_3 - U_2$ - Left interior eye bar loose
$L_4 - U_4$ - Left member bent badly downstream @ bottom
$L_4 - U_5$ - Left inside loose & bent & not carrying any load. Right outside loose also
$L_5 - U_5$ - Left side bent back station
$L_5 - U_6$ - Right inside slightly loose
$L_7 - U_7$ - Both members bent ahead station. Left side worse & 1" out of Line & twisted too.
$L_7 - L_8$ - Right outside bar bent sharply near L_8.

$L_8 - U_7$ - Left end post has 1/2" negative camber

Special Note : The notes on spans 3 & 4 contained in this report are additions to April, 1981 report. Combine both reports for complete condition analysis of spans 3 & 4 trusses.

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OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

BY:

	DISTRICT	2	
3	COUNTY	13 15	
4	CITY	16 19	
5	INVENTORY ROUTE	20 21 22 23 27 28	
101	HIGHWAY NUMBER	29 31	
	NOT USED LEAVE BLANK	32 37	
12	ROAD SECTION NO. (D.O.D. BRIDGE LOG)	38 41 42	
13	BR. DESCRIP. (D.O.D. BR. LOG)	43 44	
14	DEFENSE MILEPOST	45 48	
15	DEFENSE SECTION LENGTH (TENTH MI.)	49 52	0
16	LATITUDE DEG.	53 54	
16	LATITUDE MIN.	55 57	
17	LONGITUDE DEG.	58 60	
17	LONGITUDE MIN.	61 63	
18	POT. VULNERABILITY	64	
19	BY-PASS DETOUR LENGTH (MI.)	65 66	
20	TOLL	67	
21	CUSTODIAN	68	
22	OWNER	69	
24	FEDERAL AID SYSTEM	70 71	
25	ADM. JURISDICTION	72	
26	FUNCTIONAL CLASSIFICATION	73 74	
	NOT USED LEAVE BLANK	75 80	

28	LANES ON STRUCTURE	12 13	
28	LANES CROSSED	14 15	
29	ADT	16 21	
31	DESIGN LOAD	22	
32	APPROACH ROADWAY WIDTH (FT.)	23 25	
	NOT USED LEAVE BLANK	26 28	
33	BR. MEDIAN	29	
34	SKEW	30 31	
35	STRUCT. FLARE	32	
38	NAVIG. CONTROL	33	
39	NAVIGATION VERTICAL CLEAR. (FT.)	34 36	
40	NAVIGATION HORIZONTAL CLEAR. (FT.)	37 40	
42	TYPE SERVICE	41 42	
43	STRUCTURE TYPE (MAIN SPANS)	43 44 45	
44	STRUCTURE TYPE (APPROACH)	46 47 48	
45	NUMBER OF MAIN SPANS	49 50	
46	NUMBER OF APPROACH SPANS	51 54	
48	LENGTH OF MAXIMUM SPAN (FT.)	55 58	
49	STRUCTURE LENGTH (FT.)	59 64	
50	SIDEWALK WIDTH (TENTH FT.) LT.	65 67	
50	SIDEWALK WIDTH (TENTH FT.) RT.	68 70	
51	ROADWAY WIDTH (TENTH FT.)	71 74	
52	DECK WIDTH (TENTH FT.)	75 78	
41	OP. STATUS	79	
	BLANK	80	

54	MINIMUM VERTICAL UNDERCLEAR. FT.	12 13	
54	MINIMUM VERTICAL UNDERCLEAR. IN.	14 15	
55	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT. 9 9 9	16 18	
56	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	19 21	
57	WEAR. SURFACE	22	4
58	DECK	23	8
59	SUPERSTRUCT.	24	4
60	SUBSTRUCT.	25	8
61	CHANNEL	26	8
62	CULVERTS, WALLS	27	N
63	REMAINING LIFE	28 29	03
64	OPERATING RATING	30 32	905
65	APPR. ALINEMNT.	33	8
66	INVENTORY RATING	34 36	905
67	STR. CONDITION	37	3
68	DECK GEOMETRY	38	3
69	UNDERCLEARANC	39	N
70	SAFE LOAD CAP.	40	2
71	WATERWAY AD.	41	4
72	APPR. ALINE. AD.	42	4
73	YEAR NEEDED	43 44	
74	TYPE OF SERVICE ON BRIDGE	45 46 47	001
75	TYPE OF WORK	48 50	311
76	LENGTH OF IMPROVEMENT (FT.)	51 55	00720
77	PROP. DES. LOAD	56	5
78	PROPOSED ROADWAY WIDTH (FT.)	57 60	0028
79	PROPOSED NO. OF LANES	61 62	02
80	DESIGN ADT	63 67	
81	YEAR OF EST. ADT	68 69	
82	YEAR OF PROP. RDWY. IMPROVE.	70 71	
83	TYPE IMPROVE	72	
	NOT USED LEAVE BLANK	73 80	

01

850	YEAR LAST MAJOR MAINT.	13 14	
860	ITEM REPAIRED	15 16	
870	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	17 22	
880	INSPECTION FREQUENCY	23 24 25	825
	NOT USED LEAVE BLANK	26 31	
890	LAST INSPECTION MO.	32 33	15
890	LAST INSPECTION YR.	34 35	82
92	TRANSVERSE STRUCTURE LENGTH (FT.)	36 38	
93	INSIDE HEIGHT (TENTH FT.)	39 41	
94	CODE COST PREFIX	42 44 45 46 47 48 49 50	
96	MAINTENANCE NOTES	51 79	
	LEAVE BLANK	80	

HIGHWAY 0 5

M.P. 0.1

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

BY

Shaded items = minimum data for bridges not on FA system

8 BRIDGE NO.	CARD NO.	1 STATE	2 HIGHWAY DISTRICT	3 COUNTY	4 CITY	5 INVENTORY ROUTE	101 HIGHWAY NUMBER	NOT USED LEAVE BLANK	12 ROAD SECTION NO. (D.O.D. BRIDGE LOG)	13 BR. DESCRIP. (D.O.D. BR.LOG)	14 DEFENSE MILEPOST	15 DEFENSE SECTION LENGTH (TENTH MI.)	16 LATITUDE DEG.	16 LATITUDE MIN.	17 LONGITUDE DEG.	17 LONGITUDE MIN.	18 RR VULNERABILITY	19 BY-PASS DETOUR LENGTH (MI.)	20 TOLL
1 5 6	7	8 10	11 12	13 15	16 19	20 21 22 23 27 28	29 31	32 37	38 41 42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67
	1	410										0							

8 BRIDGE NO.	CARD NO.	27 YEAR BUILT	27 YEAR MAJOR RECONSTR'N.	28 LANES ON STRUCTURE	28 LANES CROSSED	29 ADT	31 DESIGN LOAD	32 APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	33 BR. MEDIAN	34 SKEW	35 STRUCT. FLARE	38 NAVIG. CONTROL	39 NAVIGATION VERTICAL CLEAR. (FT.)	40 NAVIGATION HORIZONTAL CLEAR. (FT.)	42 TYPE SERVICE	43 STRUCTURE TYPE (MAIN SPANS)	44 STRUCTURE TYPE (APPROACH)	45 NUMBER OF MAIN SPANS	46 NUMBER OF APPROACH SPANS	48 LENGTH OF MAXIMUM SPAN (FT.)	49 STRUCTURE LENGTH (FT.)	50 SIDEWALK WIDTH LT.
1 5 6	7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43 44 45	46 47 48	49 50	51 54	55 58	59 64	65 67
	2																						

8 BRIDGE NO.	CARD NO.	53 MIN. VERT. CLEAR. OVER ROADWAY FT. (9 9)	53 IN. (9 9)	54 MINIMUM VERTICAL UNDERCLEAR. FT.	54 IN.	55 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT. (9 9 9)	56 LT.	57 WEAR. SURFACE	58 DECK	59 SUPERSTRUCT.	60 SUBSTRUCT.	61 CHANNEL	62 CULVERTS, WALLS	63 REMAINING LIFE	64 OPERATING RATING	65 APPR. ALINEMNT.	66 INVENTORY RATING	67 STR. CONDITION	68 DECK GEOMETRY	69 UNDERCLEARANC	70 SAFE LOAD CAP.	71 WATERWAY AD.	72 APPR. ALINE. AD.	73 YEAR NEEDED	74 TYPE OF SERVICE ON BRIDGE	75 TYPE OF WORK	76 LENGTH OF IMPROVEMENT (FT.)	77 PROP. DES. LOAD	78 PROPOSED ROADWAY WIDTH (FT.)	79 PROPOSED NO. OF LANES	80 DESIGN ADT
1 5 6	7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46 47	48 50	51 55	56	57 60	61 62	63 67
10C358	3							4	8	4	8	8	N	03	905	8	905	3	3	N	2	4	4		001	311	00720	5	0028	02	

01

8 BRIDGE NO.	CARD NO.	84 COST OF IMPROVEMENTS (THOUSANDS)	850 YEAR LAST MAJOR MAINT.	860 ITEM REPAIRED	870 ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	880 INSPECTION FREQUENCY	NOT USED LEAVE BLANK	890 LAST INSPECTION MO.	890 YR.	92 TRANSVERSE STRUCTURE LENGTH (FT.)	93 INSIDE HEIGHT (TENTH FT.)	94 CODE COST PREFIX	96 MAINTENANCE
1 5 6	7	8 12	13 14	15 16	17 22	23 24 25	26 31	32 33	34 35	36 38	39 41	42 44 45 46 47 48 49 50	51
10C358	4	01411				825		15	82				

-57

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

SHEET 2 OF 2
DATE SUBMITTED
BY

Shaded items = minimum data for bridges not on FA system

6	7	9	10			
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE FT.	VERTICAL CLEARANCE IN.	LEAVE BLANK
32	33 50	51 78	76 77	78 79	80

	11A				30	85	86	87	88		91					10A		47	47A	95			36				
	ALTERNATE MILE POST				YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	PAINT PROGRAM ZONE	PAINT PROGRAM TYPE STEEL	PAINT PROGRAM STEEL WEIGHT (TONS)	PAINT PROGRAM YEAR LAST PAINTED	PAINT PROGRAM YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	OPPOSITE VERTICAL CLEARANCE IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FOR DESCRIPTION, SEE HWY. NO.		MILE POST		SAFETY FEATURES BR. RAIL	SAFETY FEATURES TRANS.	SAFETY FEATURES APP. G.R.	SAFETY FEATURES G.R. TERM
13 14	15	16	17 21	22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69 70	71 75	76	77	78	79	80
						042	071	00423	00988																		

nventory:

umber on card 9,

r cards (1 through 6) blank.

DELETE BRIDGE

POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

HIGHWAY C-57

M.P. 0.1

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET

DATE S

BY

8		6	7	9
BRIDGE NO.	**CARD NO.**	**FEATURES INTERSECTED**	**FACILITY CARRIED**	**LOCATION**
1 5 6	7	8 32	33 50	51
	5			

8			11		11A		30	85	86	87	88		91					10A		47	47A	FOR
													PAINT PROGRAM									
BRIDGE NO.		**CARD NO.**		**MILE POST**		**ALTERNATE MILE POST**	**YEAR OF ADT**	**PRELIM. ENG. COST (THOUSANDS)**	**DEMOLITION COST (THOUSANDS)**	**SUB-STRUCTURE COST (THOUSANDS)**	**SUPER-STRUCTURE COST (THOUSANDS)**	**LEAVE BLANK**	**ZONE**	**TYPE STEEL**	**STEEL WEIGHT (TONS)**	**YEAR LAST PAINTED**	**YEAR NEED PAINTING**	**OPPOSITE VERTICAL CLEARANCE** FT.	IN.	**TOTAL HORIZONTAL CLEARANCE (TENTH FT.)**	**OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)**	**HWY. NO.**
1 5	6	7	8	9 13 14	15 16	17 21 22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68
10C35	8	6						042	071	00423	00988											

To delete bridge from inventory:

1. Enter bridge number on card 9,
2. Leave all other cards (1 through 6) blank.

8		
BRIDGE NO.	**CARD NO.**	**DELETE BRIDGE** **POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK**
1 5 6	7	8

HIGHWAY C-57

M.P. 0.1

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

BY

8		1	2	3	4	5					101		12		13	14	15	16		17		18	19
BRIDGE NO.	CARD NO.	STATE	HIGHWAY DISTRICT	COUNTY	CITY	INVENTORY ROUTE					HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D.	BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG.	LATITUDE MIN.	LONGITUDE DEG.	LONGITUDE MIN.	PKY. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)
1 5 6	7	8 10	11 12	13 15	16 19	20	21	22	23 27	28	29 31	32 37	38 41	42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66
10C358	1	410	06			1	4	1	C0057	0	057						0					4	28

8		27		28		29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	
BRIDGE NO.	CARD NO.	YEAR BUILT	YEAR MAJOR RECONSTR'N.	LANES ON STRUCTURE	LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK LT.
1 5 6	7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43 44 45	46 47 48	49 50	51 54	55 58	59 64	65
10C358	2					000230										15	310	302	02	0006	0148	000711	00

8		53		54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
		9 9	9 9			9 9 9																									
BRIDGE NO.	CARD NO.	MIN. VERT. CLEAR. OVER ROADWAY FT.	MIN. VERT. CLEAR. OVER ROADWAY IN.	MINIMUM VERTICAL UNDERCLEAR. FT.	MINIMUM VERTICAL UNDERCLEAR. IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT
1 5 6	7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46 47	48 50	51 55	56	57 60	61 62	63
10C358	3	13	09			.	.	4	8	4	8	8	N	03	523	8	518	3	3	N	3	8	5	00	001	331	00720	5	0028	02	0000

8		84	850	860	870	880		890		92	93	94				96
BRIDGE NO.	CARD NO.	COST OF IMPROVEMENTS (THOUSANDS)	YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX				MAINTENANCE
1 5 6	7	8 12	13 14	15 16	17 22	23 24 25	26 31	32 33	34 35	36 38	39 41	42 44	45 46	47 48	49 50	51
10C358	4	01411				813		04	81							

57

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

BY

Shaded items = minimum data for bridges not on FA system

3	4	5	101		12		13	14	15	16		17		18	19	20	21	22	24	25	26	
COUNTY	CITY	INVENTORY ROUTE	HIGHWAY NUMBER	NOT USED LEAVE BLANK	ROAD SECTION NO. (D.O.D.	BRIDGE LOG)	BR. DESCRIP. (D.O.D. BR. LOG)	DEFENSE MILEPOST	DEFENSE SECTION LENGTH (TENTH MI.)	LATITUDE DEG.	LATITUDE MIN.	LONGITUDE DEG.	LONGITUDE MIN.	PKY. VULNERABILITY	BY-PASS DETOUR LENGTH (MI.)	TOLL	CUSTODIAN	OWNER	FEDERAL AID SYSTEM	ADM. JURISDICTION	FUNCTIONAL CLASSIFICATION	NOT USED LEAVE BLANK
13-15	16-19	20 21 22 23-27 28	29-31	32-37	38-41	42	43 44	45-48	49-52	53 54	55-57	58-60	61-63	64	65 66	67	68	69	70 71	72	73 74	75-80
		141C00570	057						0					4	28	3	3	3	11	4	05	

28	29	31	32		33	34	35	38	39	40	42	43	44	45	46	48	49	50		51	52	41
STRUCTURE LANES CROSSED	ADT	DESIGN LOAD	APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	BR. MEDIAN	SKEW	STRUCT. FLARE	NAVIG. CONTROL	NAVIGATION VERTICAL CLEAR. (FT.)	NAVIGATION HORIZONTAL CLEAR. (FT.)	TYPE SERVICE	STRUCTURE TYPE (MAIN SPANS)	STRUCTURE TYPE (APPROACH)	NUMBER OF MAIN SPANS	NUMBER OF APPROACH SPANS	LENGTH OF MAXIMUM SPAN (FT.)	STRUCTURE LENGTH (FT.)	SIDEWALK WIDTH (TENTH FT.) LT.	SIDEWALK WIDTH (TENTH FT.) RT.	ROADWAY WIDTH (TENTH FT.)	DECK WIDTH (TENTH FT.)	OP. STATUS
13 14,15	16-21	22	23-25	26-28	29	30,31	32	33	34-36	37-40	41,42	43 44,45	46 47,48	49,50	51-54	55-58	59-64	65-67	68-70	71-74	75-78	79
	000230										15	310	302	02	0006	0148	000711	000	000	0194	0192	P

54		55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	
VERTICAL UNDERCLEAR. FT.	VERTICAL UNDERCLEAR. IN.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) 9 9 9 RT.	MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT.	WEAR. SURFACE	DECK	SUPERSTRUCT.	SUBSTRUCT.	CHANNEL	CULVERTS, WALLS	REMAINING LIFE	OPERATING RATING	APPR. ALINEMNT.	INVENTORY RATING	STR. CONDITION	DECK GEOMETRY	UNDERCLEARANC	SAFE LOAD CAP.	WATERWAY AD.	APPR. ALINE. AD.	YEAR NEEDED	TYPE OF SERVICE ON BRIDGE	TYPE OF WORK	LENGTH OF IMPROVEMENT (FT.)	PROP. DES. LOAD	PROPOSED ROADWAY WIDTH (FT.)	PROPOSED NO. OF LANES	DESIGN ADT	YEAR OF EST. ADT	YEAR OF PROP. RDWY. IMPROVE.	TYPE IMPROVE.	NOT USED LEAVE BLANK
13	14, 15	16-18	19-21	22	23	24	25	26	27	28,29	30-32	33	34-36	37	38	39	40	41	42	43,44	45,46 47	48-50	51-55	56	57-60	61 62	63-67	68 69	70,71	72	73-80
				4	8	4	8	8	N	03	523	8	518	3	3	N	3	8	5	00	001	331	00720	5	0028	02	00000	00	00	2	

850	860	870	880		890		92	93	94	96
YEAR LAST MAJOR MAINT.	ITEM REPAIRED	ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	INSPECTION FREQUENCY	NOT USED LEAVE BLANK	LAST INSPECTION MO.	LAST INSPECTION YR.	TRANSVERSE STRUCTURE LENGTH (FT.)	INSIDE HEIGHT (TENTH FT.)	CODE COST PREFIX	MAINTENANCE NOTES
13,14	15,16	17-22	23,24 25	26-31	32,33	34,35	36-38	39-41	42-44 45,46 47,48 49,50	51-79
			813		04	81				

HIGHWAY
M.P. 0.1

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION
Cards 1, 2, 3, & 4 on reverse side

SHEE
DATE
BY

Shaded items = minimum data for bridges not on FA system

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 5 | 6	7	8 32	33 50	Approx. 51
10C35 8	5	UMPQUA RIVER	CØUNTY ROAD NØ 57	13.0 NW ØF SUTHER

8		11	11A	30	85	86	87	88		91					10A		47	47A	
										PAINT PROGRAM									FO
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HW NO
1 5 | 6	7	8 | 9 13 | 14	15 | 16 | 17 21 | 22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66
10C35 8	6	00610		80	042	071	00423	00988											

To delete bridge from inventory:

1. Enter bridge number on card 9,
2. Leave all other cards (1 through 6) blank.

8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 5 | 6	7	8
	9	

OREGON BRIDGE INVENTORY
OREGON STATE HIGHWAY DIVISION
Cards 1, 2, 3, & 4 on reverse side

SHEET 2 OF 2
DATE SUBMITTED
BY

Shaded items = minimum data for bridges not on FA system

6	7	9	10		
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE		LEAVE BLANK
		Approx.	FT.	IN.	
32	33, 50	51, 75	76, 77	78, 79	
A RIVER	COUNTY ROAD NO 57	13.0 NW OF SUTHERLIN	17	04	

		11A				30	85	86	87	88		91					10A		47	47A	95					36			
		ALTERNATE MILE POST				YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	PAINT PROGRAM					OPPOSITE VERTICAL CLEARANCE		TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	FOR DESCRIPTION, SEE					SAFETY FEATURES			
												ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	FT.	IN.			HWY. NO.			MILE POST		BR. RAIL	TRANS.	APP. G.R.	G.R. TERM
13	14	15	16	17, 21	22	23, 24	25, 27	28, 30	31, 35	36, 40	41	42	43	44, 47	48, 49	50, 51	52, 53	54, 55	56, 60	61, 65	66, 68	69	70	71, 75	76	77	78	79	80
0						80	042	071	00423	00988																0	0	0	0

nventory:

umber on card 9,

r cards (1 through 6) blank.

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

BULLOCK BRIDGE NO. 57A-015
BRIDGE NAME

DOUGLAS
COUNTY

4-29-83
DATE

RTW
INSPECTOR

HIGHWAY BRIDGE REPLACEMENT & REHABILITATION PROGRAM

SUFFICIENCY RATING FORMULA

		1982	REHAB ALT #2
1. STRUCTURAL ADEQUACY AND SAFETY (55% maximum)			
If #59 (Superstructure Rating) or #60 (Substructure Rating) is:			
≤ 2 A = 55%			
=3 B = 40%			
=4 C = 25%		25	
Or A, B, and C = 0, and #59 or #60 = 5 D = 10%			
If #59 and #60 = N and #62 (Culvert Rating) is: ≤ 2 E = 55%			
=3 F = 40%			
=4 G = 25%			
Or E, F, and G = 0, and #62 = 5 H = 10%			
Reduction for Load Capacity: a) Calculate AIT (Adjusted Inventory Tonnage) as follows:			0%
When the 1st digit of #66 = 1, AIT = the 2nd & 3rd digits multiplied by 1.56;			
When the 1st digit of #66 = 2, AIT = the 2nd & 3rd digits multiplied by 1.00;			27
When the 1st digit of #66 = 3, AIT = the 2nd & 3rd digits multiplied by 1.56;			
When the 1st digit of #66 = 4, AIT = the 2nd & 3rd digits multiplied by 1.01;			
When the 1st digit of #66 = 5, AIT = the 2nd & 3rd digits multiplied by 0.77;			
When the 1st digit of #66 = 6, AIT = the 2nd & 3rd digits multiplied by 0.67;			
When the 1st digit of #66 = 9, AIT = the 2nd & 3rd digits multiplied by 1.00;		5	
b) $I = (36 - AIT)^{1.5} \times 0.2778$		48	7.5
Note: If $(36 - AIT) \leq 0$, then I = 0. Limits: 55% to 0%			
$S_1 = 55 - (A+B+C+D+E+F+G+H+I)$			
S_1 shall not be less than 0% nor greater than 55% $S_1 =$		0	47.5

SERVICEABILITY AND FUNCTIONAL OBSOLESCENCE (30% maximum)

Rating Reductions (13% maximum)

				1982	REHAB ALT #2
If #58 (Deck Condition) is:	≤ 3 = 4 = 5	A = 5% A = 3% A = 1%		0	
If #67 (Structural Condition) is:	≤ 3 = 4 = 5	B = 4% B = 2% B = 1%		4%	
If #68 (Deck Geometry) is:	≤ 3 = 4 = 5	C = 4% C = 2% C = 1%		4%	4%
If #69 (Underclearances) is:	≤ 3 = 4 = 5	D = 4% D = 2% D = 1%		N	N
If #71 (Waterway Adequacy) is:	≤ 3 = 4 = 5	E = 4% E = 2% E = 1%		4%	0
If #72 (Approach Road Alignment) is:	≤ 3 = 4 = 5	F = 4% F = 2% F = 1%		2%	2%
J = (A + B + C + D + E + F) J shall not be less than 0% nor greater than 13%.		J=		13%	6%

Width of Roadway Insufficiency (15% maximum)

Note: #1 applies to all bridges;
#2 applies to 1-lane bridges only;
#3 applies to 2 or more lane bridges;
#4 applies to all *except* 1-lane bridges.

and

			1982	REHAB ALT #2
X (ADT/Lane)	= #29 (ADT) ÷ First 2 digits of #28 (Lanes)		115	115
Y (Width/Lane)	= #51 (Bridge Rdwy. Width) ÷ First 2 digits of #28		9.7	9.7

#1 - Use when the last 2 digits of #43 (Structure Type) are not 19 (Culvert):

			1982	REHAB ALT #2
If (#51 + 2 Ft.) < #32 (Approach Roadway Width)	G = 5%		N	N

			1982	REHAB	ALT #2
2 For 1-lane bridges only.					
If the first two digits of #28 (Lanes) are equal to 01 and:					
If $Y < 14$	$H = 15\%$				
If $Y \geq 14 < 18$	$H = 15\left(\frac{18-Y}{4}\right)\%$				
If $Y \geq 18$	$H = 0\%$				
3 - For two or more lane bridges. If these limits apply, do not continue on to #4 as no lane width reductions are allowed.					
If the first 2 digits of #28 = 02 and $Y \geq 16$	$H = 0\%$				
If the first 2 digits of #28 = 03 and $Y \geq 15$	$H = 0\%$				
If the first 2 digits of #28 = 04 and $Y \geq 14$	$H = 0\%$				
If the first 2 digits of #28 $\geq$ 05 and $Y \geq 12$	$H = 0\%$				
4 For all _except_ 1-lane bridges.					
If $Y < 9$ and $X > 50$	$H = 15\%$				
If $Y < 9$ and $X \leq 50$	$H = 7.5\%$				
If $Y \geq 9$ and $X \leq 50$	$H = 0\%$				
If $X > 50$ but ≤ 125 and:					
$Y < 10$	$H = 15\%$			15%	N/A
$Y \geq 10 < 13$	$H = 15\left(\frac{13-Y}{3}\right)\%$				
$Y \geq 13$	$H = 0\%$				
If $X > 125$ but ≤ 375 and:					
$Y < 11$	$H = 15\%$				
$Y \geq 11 < 14$	$H = 15\left(\frac{14-Y}{3}\right)\%$				
$Y \geq 14$	$H = 0\%$				

1982 REHAB ALT #2

If $X > 375$ but ≤ 1350 and:

$Y < 12$ $H = 15\%$

$Y \geq 12 < 16$ $H = 15\left(\frac{16-Y}{4}\right)\%$

$Y \geq 16$ $H = 0\%$

If $X > 1350$ and:

$Y < 15$ $H = 15\%$

$Y \geq 15 < 16$ $H = 15(16-Y)\%$

$Y \geq 16$ $H = 0\%$

"Width of Roadway Insufficiency" shall not be less than 0% nor greater than 15%.

Vertical Clearance Insufficiency - (2% maximum)

If #12 (Defense Road) > 0 and:

#53 (VC over Deck) ≥ 1600 I = 0%

#53 < 1600 I = 2%

If #12 = 0 and:

#53 ≥ 1400 I = 0%

#53 < 1400 I = 2% 2% 0%

"Vertical Clearance Insufficiency" shall not be less than 0% nor greater than 2%.

$S_2 = 30 - \left[J + (G + H) + I\right]$ where J shall not exceed 13% and (G + H) shall not exceed 15%.

$S_2 =$ 0 24

S_2 shall not be less than 0% nor greater than 30%.

ESSENTIALITY FOR PUBLIC USE (15% maximum)

$K = \frac{S_1 + S_2}{85}$

$A = \frac{\text{\#29 (ADT)} \times \text{\#19 (Detour Length)}}{200{,}000 \times K} \times 15$ A shall not be $< 0\%$ nor $> 15\%$.

If #12 is > 0 B = 2%

If #12 = 0 B = 0%

$S_3 = 15 - (A + B)$

S_3 shall not be less than 0% nor greater than 15%.

SPECIAL REDUCTIONS (Use only when $S_1 + S_2 + S_3 \geq 50$)

(a) Detour Length Reduction:

$A = (\#19)^4 \times (5.205 \times 10^{-8})$ Max. = 5%

(b) If the 2nd and 3rd digits of #43 (Structure Type, Main) are 10, 12, 13, 14, 15, 16, 17, then;

B = 5%

(c) If 2 digits of #36 (Highway Safety Feature) = 0 C = 1%
If 3 digits of #36 = 0 C = 2%
If 4 digits of #36 = 0 C = 3%

$S_4 = A + B + C$

SUFFICIENCY RATING = $S_1 + S_2 + S_3 - S_4$

and Sufficiency Rating shall not be < 0 nor > 100

	1982	REHAB ALT #2
A=	15.0	.6
B=	0%	0
S_3=	0	144
	N	0
	N	0
	N	2%
S_4=	0	2%
SUFFICIENCY RATING =	0*	83.9
	*1.0 per ODOT	

1985 Washington St.-High St. 10,060
Sec. of Pac Hwy. W. in Eugene.
(Gr, pv, sign, ill sig & land.)

See: CON 21-10 - Eugene - Sp. ('85)
(Beltline Rd - Pac. Hwy. W.
Roosevelt Blvd.) (6th + 7th)

C+A 7847 1-23-85
9-26-85
4-10-86

10,080

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-196	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 8	5-26-88	Project Number F-FR-3(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,535,372	$ 2,607,534	
Federal funds	$ 1,295,399	$ 1,295,399	(110)
Other revisions	939,528	969,500	(010)

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of MAY, 1988.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 25, 1988

Federal-Aid Project No. F-FR-3(15)

Washington St.-High St. (6th & 7th Sts., Eugene) Section
Pacific Highway West
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 71,000.00
	Total	$ 71,000.00

Type Code ROW
Right-of-Way

	All Required	$ 28,000.00
	Subtotal	$ 28,000.00
	Acquisition	2,000.00
	Total	$ 30,000.00

Type Code I000
Roadway (Sta. "Le" 174+20 to "Le" 208+13)

Item	Unit	Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Temporary Signs	SF	10.50	1,450	$ 15,225.00	1,955.20	$ 20,529.00
Temporary Barr.	Ea	75.00	38	2,850.00	61	4,575.00
Temporary Plastic Safety Markers	Ea	50.00	30	1,500.00	35	1,750.00
Trench Exc.	CY	10.00	530	5,300.00	699.80	6,998.00
Furnishing & Placing Topsoil	CY	17.00	395	6,715.00	416	7,072.00
Aggregate Base	Ton	10.00	1,450	14,500.00	3,282.56	32,825.00
Concrete Curbs	LF	7.00	8,290	58,030.00	9,196.20	64,373.00
				$ 104,120.00		$ 138,122.00

Total Increase	$ 34,002.00
Subtotal as on estimate of December 10, 1987	1,222,408.50
Subtotal	1,256,410.50
Engineering	147,264.50
Total	$ 1,403,675.00

Type Code Y031
Traffic Signals

Total as on estimate of December 10, 1987 $ 555,282.00

Type Code Y030
Illumination

Total as on estimate of December 10, 1987 $ 334,647.00

Type Code Y031
Traffic Signal Controller Equipment

Total as on estimate of December 10, 1987 $ 114,161.00

Length of Project --------------- 0.64 mi.
Cost of Roadway Per Mile -------- $2,183,009.33

Retain in Reserve

Total as on estimate of kDecember 10, 1987 $ 60,609.00

Nonparticipating Work

Concrete Powers	Sq.Ft.	8,745	$3.00	$ 26,235.00
Concrete Headers	Lin.Ft.	1,325	9.00	11,925.00
Total				$ 38,160.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
PE	110	$ 71,000.00	$ 62,586.00	$ 8,414.00
ROW	110	30,000.00	26,445.00	3,555.00
Roadway	110	1,071,319.00	944,367.00	126,952.00
Roadway	010	332,356.00	292,971.00	39,385.00
Signal	010	555,282.00	489,481.00	65,801.00
Illumination	010	37,425.00	32,990.00	4,435.00
Illumination	110	297,222.00	262,001.00	35,221.00
Signal Controller & Equipment	010	114,161.00	100,632.00	13,529.00
Subtotal		$ 2,508,765.00	$ 2,211,473.00	$ 297,292.00
Reserve	010	60,609.00	53,426.00	7,183.00
Nonparticipating Work		38,160.00	----	38,160.00
Total		$ 2,607,534.00	$ 2,264,899.00	$ 342,635.00

1st Contract

Sub-Job 010 = 0%; 011 = 95%; 080 = 0%; 081 = 3%; 090 = 0%; 091 = 2%
Contract No. 10,060
Prefix Nos. C020-1927 PE
C020-2536 R/W
C020-1095
C10060

2nd Contract

Sub-Job 020 = 0%; 021 = 13%
Contract No. 10,080

DDB:jc

10,060

d

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-117	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 7	12-18-87	Project Number F-FR-3(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,521,065	$ 2,535,372
Federal funds	$ 1,295,399 926,916	$ 1,295,399 (110) 939,528 (010)
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of DEC , 19 '87 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 10, 1987

Federal-Aid Project No. F-FR-3(15)

Washington St.-High St. (6th & 7th Sts., Eugene)
Pacific Highway West
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Total as on estimate of July 16, 1985	$ 71,000.00

Type Code ROW

Total as on estimate of July 16, 1985	$ 30,000.00

Type Code I000
Roadway (STa. "LE" 174+20 to Sta. "LE" 208+13)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	CY	$ 10.50	15,340	$161,070.00	16,341	$171,580.50
Cement Treated Base Mixture	TON	13.00	16,877	219,401.00	17,169	223,197.00
				$ 320.00		$394,777.50

Increase	$ 14,306.50
Subtotal from estimate on June 24, 1987	1,208,102.00
Subtotal	$1,222,408.50
Engineering	147,264.50
Total	$1,369,673.00

Type Code Y031
Traffic Signals

Total as on estimate of July 16, 1985	$ 555,282.00

Type Code Y030
Illumination

Total as on estimate of July 16, 1985	$ 334,647.00

Type Code Y031
Traffic Signal Controller Equipment

Total as on estimate of July 16, 1985	$ 114,161.00
Length of Project	0.643 mi.
Cost of Roadway Per Mile	$2,107,878.69

Retain in Reserve

Total as on estimate of July 16, 1985	$ 60,609.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	110	$ 71,000.00	$ 62,586.00	$ 8,414.00
ROW	110	30,000.00	26,445.00	3,555.00
Roadway	110	1,071,319.00	944,367.00	126,952.00
Roadway	010	298,354.00	262,999.00	35,355.00
Signal	010	555,282.00	489,481.00	65,801.00
Illumination	010	37,425.00	32,990.00	4,435.00
Illumination	~~010~~ 110	297,222.00	262,001.00	35,221.00
Signal Controller & Equipment	010	114,161.00 ~~141,161.00~~	100,632.00	13,529.00
Subtotal		$2,474,763.00	$2,181,501.00	$ 293,262.00
Reserve		60,609.00	53,426.00	7,183.00
Total		$2,535,372.00	$2,234,927.00	$ 300,445.00

Group 1 = 95%; Group 8 = 3%; Group 9 = 2%
Contract No. 10,060
Prefix: 20-1927 P.E.
Prefix: 20-2536 R/W
Prefix: 20-1095
Prefix: C10060
RLC:bkw

2nd Contract

Group 2 - 13%
Contract No. 10,080

Nonparticipating Work

Concrete Pavers	S.F.	8,745	3.00	$ 26,235.00
Concrete Headers	L.F.	1,325	9.00	11,925.00
				$ 38,160.00

10,060

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 6	7-8-87	Project Number F-FR-3(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,491,074.00	$ 2,635,226.00	
	900,479.00	926.916.00	(010)
Federal funds	$ 1,295,399.00	$ 1,295,399.00	(110)
Other revisions			

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 TH day of JUL , 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 24, 1987

FEDERAL AID PROJECT NO. F-FR-3(15)

WASHINGTON ST.-HIGH ST. (6TH & 7TH STS., EUGENE)
PACIFIC HIGHWAY WEST
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Total as on estimate of July 16, 1985	$ 71,000.00

TYPE CODE ROW

Total as on estimate of July 16, 1985	$ 30,000.00

TYPE CODE I000
ROADWAY (STA. "LE" 174+20 TO STA. "LE" 208+13)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement Treated Base Mixture	TON	$ 13.00	14,570	189,410.00	16,877	219,401.00
				$189,410.00		$219,401.00

Increase	$ 29,991.00
Subtotal of Previous Estimate of July 16, 1985	1,178,111.00
Subtotal	$ 1,208,102.00
Engineering	147,264.00
Total	$ 1,355,366.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total as on estimate of July 16, 1985	$ 555,282.00

TYPE CODE Y030
ILLUMINATION

Total as on estimate of July 16, 1985	$ 334,647.00

TYPE CODE Y031
TRAFFIC SIGNAL CONTROLLER EQUIPMENT

Total as on estimate of July 16, 1985	$ 114,161.00
Length of Project	0.643 mi.
Cost of Roadway Per Mile	$ 2,107,878.69

RETAIN IN RESERVE

Total as on estimate of July 16, 1985	$ 60,609.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	110	$ 71,000.00	$ 62,586.00	$ 8,414.00
ROW	110	30,000.00	26,445.00	3,555.00
Roadway	110	1,071,319.00	944,367.00	126,952.00
Roadway	010	284,047.00	250,387.00	33,660.00
Signal	010	555,282.00	489,481.00	65,801.00
Illumination	010	37,425.00	32,990.00	4,435.00
Illumination	110	297,222.00	262,001.00	35,221.00
Signal Controllers & Equipment	010	114,161.00	100,632.00	13,529.00
Subtotal		$2,460,456.00	$ 2,168,889.00	$ 291,567.00
Reserve	010	60,609.00	53,426.00	7,183.00
Total		$2,635,226.00	$ 2,222,315.00	$ 298,750.00

Group 1 = 95%; Group 8 = 3%; Group 9 = 2%
Contract No. 10,060
Prefix: 20-1927 P.E.
Prefix: 20-2536 R/W
Prefix: 20-1095
Prefix: C10060
RLC:bkb

2nd Contract

Group 2 = 13%
Contract No. 10,080

NONPARTICIPATING WORK

Concrete Pavers	S.F.	8,745	3.00	$ 26,235.00
Concrete Headers	L.F.	1,325	9.00	11,925.00
				$ 38,160.00

10,060

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-334 & 335	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		Project Number F-FR-3(15)
MODIFICATION NUMBER 5	12-23-86	

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on July 13, 1984,

is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,491,074.00	$ 2,491,074.00	
Federal funds	$ 1,162,480.00	$ 900,479.00 (010)	010
	1,033,398.00	1,295,399.00 (110)	110
Other revisions			

This modification is made for the following reasons:

To utilize 110 funds and to release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry RUlien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 10, 1986

Federal-Aid Project No. F-FR-3(15)

Washington St.-High St. (6th & 7th Sts., Eugene)
Pacific Highway West
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Total as on Estimate of July 16, 1985 $ 71,000.00

Type Code ROW

Total as on Estimate of July 16, 1985 $ 30,000.00

Type Code I000
Roadway (Sta. "LE" 174+20 to Sta. "LE" 208+13)

Total as on Estimate of July 16, 1985 $1,325,375.00

Type Code Y031
Traffic Signals

Total as on Estimate of July 16, 1985 $ 555,282.00

Type Code Y030
Illumination

Total as on Estimate of July 16, 1985 $ 334,647.00

Type Code Y031
Traffic Signal Controller Equipment

Total as on Estimate of July 16, 1985 $ 114,161.00

Length of Project ----------------- 0.643 mile

Cost of Roadway Per Mile ---------- $2,061,236.39

RETAIN IN RESERVE

Total as on Estimate of July 16, 1985 $ 60,609.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	110	$ 71,000.00	$ 62,586.00	$ 8,414.00
ROW	110	30,000.00	26,445.00	3,555.00
Roadway	110	1,071,319.00	944,367.00	126,952.00
Roadway	010	254,056.00	223,950.00	30,106.00
Signal	010	555,282.00	489,481.00	65,801.00
Illumination	010	37,425.00	32,990.00	4,435.00
Illumination	110	297,222.00	262,001.00	35,221.00
Signal Controllers & Equipment	010	114,161.00	100,632.00	13,529.00
SUBTOTAL		$2,430,465.00	$2,142,452.00	$288,013.00
Reserve	010	60,609.00	53,426.00	7,183.00
TOTAL		$2,491,074.00	$2,195,878.00	$295,196.00

Group 1 = 95%; Group 8 = 3%; Group 9 = 2%
Contract No. 10,060
Prefix: 20-1927 P.E.
Prefix: 20-2536 R/W
Prefix: 20-1095
Prefix: C10060

2nd Contract

Group 2 = 13%
Contract No. 10,080

NONPARTICIPATING STATE WORK

Concrete Pavers	Sq. Ft.	8,745	3.00	$26,235.00
Concrete Headers	Lin. Ft.	1,325	9.00	11,925.00
				$38,160.00

RLC:me

10 ORD

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 4- 43, 44, 45, 46	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER	4-8-86	Project Number F-FR-3(15)
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,491,074.00	$ 2,491,074.00	
Federal funds	$ 1,113,702.77	$ - - -	(A95)
	1,252,702.23	- - -	(195)
Other revisions	- - -	1,162,480.00	(010)
	- - -	1,033,398.00	(110)

This modification is made for the following reasons:

To delete Appn Codes (A95) and (195) and to add Appn Code (010) and (110).

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of APR, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

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Oregon State Highway Division
Salem, Oregon March 20, 1986

Federal-Aid Project No. F-FR-3(15)

Washington St.-High St. (6yh & 7th Sts., Eugene)
Pacific Highway West
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Total as on Estimate of July 16, 1985 $ 71,000.00

Type Code ROW

Total as on Estimate of July 16, 1985 $ 30,000.00

Type Code 1000
Roadway (Sta. "LE" 174+20 to Sta. "LE" 208+13)

Total as on Estimate of July 16, 1985 $1,325,375.00

Type Code Y031
Traffic Signals

Total as on Estimate of July 16, 1985 $ 555,282.00

Type Code Y030
Illumination

Total as on Estimate of July 16, 1985 $ 334,647.00

Type Code Y031
Traffic Signal Controller Equipment

Total as on Estimate of July 16, 1985 $ 114,161.00

Length of Project ------------------ 0.643 mile

Cost of Roadway Per Mile ----------- $2,061,236.39

RETAIN IN RESERVE

Total as on Estimate of July 16, 1985	$ 60,609.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	110	$ 71,000.00	$ 62,586.00	$ 8,414.00
R.O.W.	110	30,000.00	26,445.00	3,555.00
Roadway	110	1,071,319.00	944,367.00	126,952.00
Roadway	010	254,056.00	223,950.00	30,106.00
Signal	010	555,282.00	489,481.00	65,801.00
Illumination	010	334,647.00	294,991.00	39,656.00
Signal Controllers & Equipment	010	114,161.00	100,632.00	13,529.00
SUBTOTAL		$2,430,465.00	$2,142,452.00	$288,013.00
Reserve	010	60,609.00	53,426.00	7,183.00
TOTAL		$2,491,074.00	$2,195,878.00	$295,196.00

Group 1: 95%; Group 8: 3%; Group 9: 2%
Contract No. 10,060
Prefix: 20-1927 P.E.
Prefix: 20-2536 R/W
Prefix: 20-1095
Prefix: C10060

2nd Contract

Group 2: 13%
Contract No. 10,080

NONPARTICIPATING STATE WORK

Concrete Pavers	Sq. Ft.	8,745	3.00	$ 26,235.00
Concrete Headers	Lin. Ft.	1,325	9.00	11,925.00
				$ 38,160.00

RLC:me

N

10,060

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-142

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-26-85

Form Approved; O M B No. 04-R2089

State: Oregon

County: Lane

Project Number: FFR-3(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,464,330.00	$ 2,491,074.00
Federal funds	$ 2,341,111.00	$ 2,366,517.00
Other revisions		

This modification is made for the following reasons:

To include second contract for signal equipment.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of JUL, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout

for Manager, Program Section
(Title)

XXX For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 16, 1985

FEDERAL AID PROJECT NO. FFR-3(15)

WASHINGTON ST.-HIGH ST. (6TH AND 7TH STS., EUGENE)
PACIFIC HIGHWAY WEST
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 71,000.00
	TOTAL	$ 71,000.00

TYPE CODE ROW

Right-of-Way	All Required	$ 28,000.00
	SUBTOTAL	$ 28,000.00
	Acquisition	2,000.00
	TOTAL	$ 30,000.00

TYPE CODE 1000
ROADWAY (Sta. "LE" 174+20 to Sta. "LE" 208+13)

Mobilization	Lump Sum	All	Lump Sum	$ 108,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	20,000.00
Temporary Signs	Sq. Ft.	1,450	10.50	15,225.00
Temporary Barricades	Each	38	75.00	2,850.00
Temporary Plastic Safety Markers	Each	30	50.00	1,500.00
Sequential Arrow Signs	Each	2	4,500.00	9,000.00
Flaggers	Hour	1,500	15.00	22,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	8,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	25,000.00
General Excavation	Cu. Yd.	15,340	10.50	161,070.00
Trench Excavation	Cu. Yd.	530	10.00	5,300.00
Furnishing and Placing Topsoil	Cu. Yd.	395	17.00	6,715.00
Watering	M-Gal.	70	21.00	1,470.00
Cement Treated Base Mixture	Ton	14,570	13.00	189,410.00
Portland Cement in CTB Mixture	Ton	800	70.00	56,000.00
Aggregate Base	Ton	1,450	10.00	14,500.00
Class "C" Asphalt Concrete Mixture	Ton	7,270	21.00	152,670.00
Asphalt Cement in Mixture	Ton	440	180.00	79,200.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,696	21.00	35,616.00

Extra for Pipe Under Pavement	Lin. Ft.	54	25.00	1,350.00
Concrete Inlets, Type CG-1	Each	35	475.00	16,625.00
Concrete Walks	Sq. Yd.	4,490	12.00	53,880.00
Concrete Driveways	Sq. Yd.	2,295	18.00	41,310.00
Concrete Curbs	Lin. Ft.	8,290	7.00	58,030.00
Extra for Asphalt Approaches	Each	31	175.00	5,425.00
Adjusting Manholes	Each	45	275.00	12,375.00
Reconstructing Manholes	Each	9	750.00	6,750.00
Adjusting Inlets	Each	12	180.00	2,160.00
Furnishing and Planting Trees	Each	120	176.00	21,120.00
Planting 5" Caliper Trees	Each	6	350.00	2,100.00
Furnishing and Planting Groundcover	Each	8,168	0.85	6,942.80
Soil Conditioner	Cu. Yd.	110	20.00	2,200.00
Bark Mulch	Unit	15	175.00	2,625.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,200.00
Wood Sign Posts	Lump Sum	All	Lump Sum	665.00
Removal of Sign Support Footings	Lump Sum	All	Lump Sum	1,600.00
Sign Support Footings	Lump Sum	All	Lump Sum	4,080.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	2,800.00
Move and Reinstall Existing Cantilever Sign Structure	Lump Sum	All	Lump Sum	1,000.00
Type "AA" Signs in Place	Sq. Ft.	150	17.00	2,550.00
Type "C" Signs in Place	Sq. Ft.	170	8.00	1,360.00
Type "H" Signs in Place	Sq. Ft.	4	10.00	40.00
Type "U" Signs in Place	Sq. Ft.	105	14.00	1,470.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	420.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	708.00
				$1,165,311.80

ANTICIPATED ITEMS

On-the-Job Trainees	All Required	$ 800.00
Permanent Pavement Striping	All Required	12,000.00
	SUBTOTAL	$1,178,111.00
	Engineering	147,264.00
	TOTAL	$1,325,375.00

TYPE CODE Y031
TRAFFIC SIGNALS

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 467,076.00
Model 170 Controller Equipment Installation, Complete	Lump Sum	All	Lump Sum	4,183.00
				$ 471,259.00

ANTICIPATED ITEMS

City Furnished Program	All Required	$ 3,000.00
Signal Controller Testing (State)	All Required	19,325.00
		$ 22,325.00
	SUBTOTAL	$ 493,584.00
	Engineering	61,698.00
	TOTAL	$ 555,282.00

TYPE CODE Y030
ILLUMINATION

Removal of Existing Illumination	Lump Sum	All	Lump Sum	$ 3,949.00
Pole Foundations	Lump Sum	All	Lump Sum	40,961.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	93,492.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	51,402.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	107,660.00
		SUBTOTAL		$ 297,464.00
		Engineering		37,183.00
		TOTAL		$ 334,647.00

TYPE CODE Y031
TRAFFIC SIGNAL CONTROLLER EQUIPMENT

Temporary Protection and Direction of Traffic	Lump Sum	10%	Lump Sum	$ 428.15
Temporary Signs	Sq. Ft.	40	2.00	80.00
Flaggers	Hour	40	13.50	540.00
Type 170/332 Controller Assembly	Each	1	8,382.00	8,382.00
Type 170/337 Controller Assembly	Each	16	5,697.00	91,152.00
		SUBTOTAL		$ 100,582.15
		Engineering		13,578.85
		TOTAL		$ 114,161.00

Length of Project --------------- 0.643 mile

Cost of Roadway Per Mile -------- $2,061,236.39

RETAIN IN RESERVE

Temporary Traffic Signals	All Required	$ 20,000.00
Move 3-inch Caliper Trees	All Required	600.00
Furnish 5-inch Caliper Trees	All Required	1,800.00
Thermo Pavement Lines & Arrow	All Required	25,000.00

Type I & II Markers	All Required	6,000.00
	SUBTOTAL	$ 53,400.00
	Engineering	7,209.00
	TOTAL	$ 60,609.00

SUMMARY OF FUNDS (95%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	A95	$ 71,000.00	$ 67,450.00	$ 3,550.00
R.O.W.	A95	30,000.00	28,500.00	1,500.00
Roadway	A95	1,071,319.00	1,017,752.77	53,566.23
Roadway	195	254,056.00	241,353.23	12,702.77
Signal	195	555,282.00	527,517.00	27,765.00
Illumination	195	334,647.00	317,914.00	16,733.00
Signal Controllers & Equipment	195	114,161.00	108,452.00	5,709.00
SUBTOTAL		$2,430,465.00	$2,308,939.00	$121,526.00
Reserve	195	60,609.00	57,578.00	3,031.00
TOTAL		$2,491,074.00	$2,366,517.00	$124,557.00

Group 1: 95%; Group 8: 3%; Group 9: 2%
Contract No. 10,060
Prefix: 20-1927 P.E.
Prefix: 20-2536 R/W
Prefix: C10060

2ND CONTRACT
Group 2: 13%
Contract No. 10,080
Prefix: C10080

NONPARTICIPATING STATE WORK

Concrete Pavers	Sq. Ft.	8,745	3.00	$ 26,235.00
Concrete Headers	Lin. Ft.	1,325	9.00	11,925.00
				$ 38,160.00

DDB:pf/RDF:bkb/RC:me

10,060

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-143-144	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6 12 85	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 2		Project Number FFR-3(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 101,000.00	$ 2,464,330.00
Federal funds	$ 95,950.00	$ 2,341,111.00
Other revisions		

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 10, 1985

FEDERAL AID PROJECT NO. FFR-3(15)

WASHINGTON ST.-HIGH ST. (6TH AND 7TH STS., EUGENE)
PACIFIC HIGHWAY WEST
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 71,000.00
	TOTAL	$ 71,000.00

TYPE CODE ROW

Right-of-Way	All Required	$ 28,000.00
	SUBTOTAL	$ 28,000.00
	Acquisition	2,000.00
	TOTAL	$ 30,000.00

TYPE CODE IOOO
ROADWAY (Sta. "LE" 174+20 to Sta. "LE" 208+13)

Mobilization	Lump Sum	All	Lump Sum	$ 108,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	20,000.00
Temporary Signs	Sq. Ft.	1,450	10.50	15,225.00
Temporary Barricades	Each	38	75.00	2,850.00
Temporary Plastic Safety Markers	Each	30	50.00	1,500.00
Sequential Arrow Signs	Each	2	4,500.00	9,000.00
Flaggers	Hour	1,500	15.00	22,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	8,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	25,000.00
General Excavation	Cu. Yd.	15,340	10.50	161,070.00
Trench Excavation	Cu. Yd.	530	10.00	5,300.00
Furnishing and Placing Topsoil	Cu. Yd.	395	17.00	6,715.00
Watering	M-Gal.	70	21.00	1,470.00
Cement Treated Base Mixture	Ton	14,570	13.00	189,410.00
Portland Cement in CTB Mixture	Ton	800	70.00	56,000.00
Aggregate Base	Ton	1,450	10.00	14,500.00
Class "C" Asphalt Concrete Mixture	Ton	7,270	21.00	152,670.00
Asphalt Cement in Mixture	Ton	440	180.00	79,200.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,696	21.00	35,616.00

Extra for Pipe Under Pavement	Lin. Ft.	54	25.00	1,350.00
Concrete Inlets, Type CG-1	Each	35	475.00	16,625.00
Concrete Walks	Sq. Yd.	4,490	12.00	53,880.00
Concrete Driveways	Sq. Yd.	2,295	18.00	41,310.00
Concrete Curbs	Lin. Ft.	8,290	7.00	58,030.00
Extra for Asphalt Approaches	Each	31	175.00	5,425.00
Adjusting Manholes	Each	45	275.00	12,375.00
Reconstructing Manholes	Each	9	750.00	6,750.00
Adjusting Inlets	Each	12	180.00	2,160.00
Furnishing and Planting Trees	Each	120	176.00	21,120.00
Planting 5" Caliper Trees	Each	6	350.00	2,100.00
Furnishing and Planting Groundcover	Each	8,168	0.85	6,942.80
Soil Conditioner	Cu. Yd.	110	20.00	2,200.00
Bark Mulch	Unit	15	175.00	2,625.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,200.00
Wood Sign Posts	Lump Sum	All	Lump Sum	665.00
Removal of Sign Support Footings	Lump Sum	All	Lump Sum	1,600.00
Sign Support Footings	Lump Sum	All	Lump Sum	4,080.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	2,800.00
Move and Reinstall Existing Cantilever Sign Structure	Lump Sum	All	Lump Sum	1,000.00
Type "AA" Signs in Place	Sq. Ft.	150	17.00	2,550.00
Type "C" Signs in Place	Sq. Ft.	170	8.00	1,360.00
Type "H" Signs in Place	Sq. Ft.	4	10.00	40.00
Type "U" Signs in Place	Sq. Ft.	105	14.00	1,470.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	420.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	708.00
				$1,165,311.80

ANTICIPATED ITEMS

On-the-Job Trainees	All Required	$ 800.00
Permanent Pavement Striping	All Required	12,000.00
	SUBTOTAL	$1,178,111.00
	Engineering	147,264.00
	TOTAL	$1,325,375.00

TYPE CODE Y031
TRAFFIC SIGNALS

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 467,076.00
Model 170 Controller Equipment Installation, Complete	Lump Sum	All	Lump Sum	4,183.00
				$ 471,259.00

ANTICIPATED ITEMS

City Furnished Program	All Required	$ 3,000.00
Signal Controller Testing (State)	All Required	19,325.00
		$ 22,325.00
	SUBTOTAL	$ 493,584.00
	Engineering	61,698.00
	TOTAL	$ 555,282.00

TYPE CODE Y030
ILLUMINATION

Removal of Existing Illumination	Lump Sum	All	Lump Sum	$ 3,949.00
Pole Foundations	Lump Sum	All	Lump Sum	40,961.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	93,492.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	51,402.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	107,660.00
		SUBTOTAL		$ 297,464.00
		Engineering		37,183.00
		TOTAL		$ 334,647.00

TYPE CODE Y031
TRAFFIC SIGNAL CONTROLLER EQUIPMENT

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 1,600.00
Temporary Signs	Sq. Ft.	40	8.00	320.00
Flaggers	Hour	40	15.00	600.00
Type 170/332 Controller Assembly	Each	1	7,140.00	7,140.00
Type 170/337 Controller Assembly	Each	16	4,210.00	67,360.00
		SUBTOTAL		$ 77,020.00
		Engineering		10,397.00
		TOTAL		$ 87,417.00

Length of Project --------------- 0.643 mile

Cost of Roadway Per Mile -------- $2,061,236.39

RETAIN IN RESERVE

Temporary Traffic Signals	All Required	$ 20,000.00
Move 3-inch Caliper Trees	All Required	600.00
Furnish 5-inch Caliper Trees	All Required	1,800.00
Thermo Pavement Lines & Arrow	All Required	25,000.00

Type I & II Markers	All Required	6,000.00
	SUBTOTAL	$ 53,400.00
	Engineering	7,209.00
	TOTAL	$ 60,609.00

SUMMARY OF FUNDS (95%)

DESCRIPTION		TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	A95	$ 71,000.00	$ 67,450.00	$ 3,550.00
R.O.W.	A95	30,000.00	28,500.00	1,500.00
Roadway		~~1,325,375.00~~	1~~,259,106.00~~	66,269.00
Signal	I95	555,282.00	527,517.00	27,765.00
Illumination	I95	334,647.00	317,914.00	16,733.00
Signal Controllers & Equipment	I95	87,417.00	83,046.00	4,371.00
SUBTOTAL		$2,403,721.00	$2,283,533.00	$120,188.00
Reserve	I95	60,609.00	57,578.00	3,031.00
TOTAL		$2,464,330.00	$2,341,111.00	$123,219.00

Group 1: 95%; Group 8: 3%; Group 9: 2%
Contract No. 10,060
Prefix: 20-1927 P.E.
Prefix: 20-2536 R/W
Prefix: 20-1095

2ND CONTRACT
Group 2: 13%

NONPARTICIPATING STATE WORK

Concrete Pavers	Sq. Ft.	8,745	3.00	$ 26,235.00
Concrete Headers	Lin. Ft.	1,325	9.00	11,925.00
				$ 38,160.00

DDB:pf RDF:bkb

Roadway	A95	1,071,319.00	FF	1,017,752.77
	I95	254,056.00		241,353.23

10,060

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-66	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	8-7-84	County Lane
MODIFICATION NUMBER 1		Project Number FFR-3(15)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 71,000.00	$ 101,000.00
Federal funds	$ 67,450.00	$ 95,950.00
Other revisions		

This modification is made for the following reasons:

To include approved right-of-way cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Division
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 3, 1984

FEDERAL AID PROJECT NO. FFR-3(15)

Washington St.-High St. (6th and 7th Sts., Eugene)
Pacific Highway West
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 71,000.00
	TOTAL	$ 71,000.00

TYPE CODE ROW

Right-of-Way	All Required	$ 28,000.00
	Subtotal	$ 28,000.00
	Acquisition	2,000.00
	Total	$ 30,000.00

Length of Project ---------------- 0.6 miles

SUMMARY OF FUNDS (95%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 71,000.00	$67,450.00	$3,550.00
Right-of-Way	30,000.00	28,500.00	1,500.00
TOTAL	$101,000.00	$95,950.00	$5,050.00

Group 1: 100%
Prefix:
Prefix: 20-2536

WH:me

.K 10,060

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE
7-101	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Lane
	7-13-84	PROJECT NO. FFR-3(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Highway West (6th & 7th Streets, Eugene) from Washington Street to High~~way~~ Street

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-29-84	0.6
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro-rata 95%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 71,000.00	$ 67,450.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

~~BY~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 13 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 11, 1984

Federal-Aid Project No. FFR-3(15)

Washington St.-High St. (6th & 7th Sts. Eugene)
Pacific Highway West
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 71,000.00
		Total	$ 71,000.00

Length of Project ----------------- 0.6 mile

Federal Funds (95%)	$ 67,450.00
State Funds	3,550.00
Total	$ 71,000.00

Group 1 100%
Prefix: 20-[illegible]
1927

WH:me

10 060

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)

2. STATE PROJECT NO.

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40020

2A. COUNTY NAME Lane

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 29, 1988

8. FEDERAL ROUTE NUMBER FAP 3

9. STATE ROUTE NUMBER 1 W

10. GENERAL LOCATION:

Washington St. - High St. (6th & 7th Sts Eugene)

11. GENERAL DESCRIPTION OF WORK

Install storm pipe and concrete inlets

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/29/88 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 is approved for a TEC of $5,000; Federal Funds $4,408.

RECEIVED
STATE HWY ENGR
APR 6 '88
REFER TO Gilmour
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

14. DATE 3/29/88

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 12/4/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. F-FR-3(15)
COMPLETION DATE (Actual) 6/26/86	ACCEPTANCE DATE BY CONRTACT AGENCY 8/17/87	TIME ELAPSED 117 %	CONTRACT TIME 300 Calendar Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WASHINGTON ST. - HIGH ST. SECTION
6th & 7th Sts. - Eugene

Work completed under this project consisted of reconstructing an eight block section of a one-way couplet including grading, paving, signing, signals, illumination and landscaping.

The final estimated cost of this project is $2,366,167.31 which includes $2,038,711.55 for original bid item work, $41,782.54 for work completed under approved price agreements, $66,650.42 for extra work orders, $9,022.80 for State force work and $210,000 for construction engineering.

A total of 353.5 calendar days were used in completing the work as compared to the 300 calendar days allowed under the contract. A 17 day extension was approved on 10/27/86 and a 36.5 day extension was approved on 5/28/87 for a total of 53.5 days. Therefore no liquidated damages were assessed.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements with the exception of the CTB mixture. $2,028.78 for this bid item is non Federal-aid participating. The contractor was not assessed for this nonspecification material.

A statement of overruns and underruns is attached to the Division Office copy of this report.

- RRA -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 9 '87
REFER TO Fredrickson
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

JJ 12/14

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 12/7/87	TITLE District Engineer	DATE 12/8/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

[illegible]

October 23, 1987

The Travelers Indemnity Co.
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

CON 5 - #10,060

On August 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,060 awarded to Eugene Sand & Gravel, Inc. for work on the Washington Street-High Street (Eugene) Section on the Pacific Hwy. West in Lane County.

Final payment on this contract is $5,080.29 and the total contract amount is $2,147,144.51 including $66,650.42 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Eugene Sand & Gravel, Inc.
3000 North Delta Highway
(P.O. Box 1067)
Eugene, OR 97440

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Jim Gix

10,060

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10060

TO: Commission Services

DATE: August 17, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10060 ,	On Site Work Substantially Completed	June 26, 1986
All Work Completed	June 17, 1987		
Project	Washington St.-High St. (Eugene)		
Highway	Pacific Highway West		
County	Lane		
Type of Work	Various		
Contractor	Eugene Sand & Gravel, Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-20-87 - Surety letter written.

RECEIVED
AUG 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,060

LANE CO.

PUBLIC WORKS DEPARTMENT • 858 PEARL, SUITE 300 • EUGENE, OREGON 97401 • (503) 687-5218
TRANSPORTATION DIVISION

City of
EUGENE

June 30, 1987

Charles Hemenway
Project Manager
Oregon Highway Division
2141 E. 15th Avenue
Eugene, OR 97401

copy

RE: WASHINGTON ST. - HIGH ST., PACIFIC HIGHWAY WEST, C10060

Dear Mr. Hemenway,

We received your letter which denies our request that you reinstall the bike push button on the southeast corner of 6th Avenue and High Street to its original location.

We can understand your position, yet also realize that it is placed too far from the curb. We design our facilities for all types and ages of bicyclists. Thirty inches from the curb may be fine for an average to large size person, but for others, it is too far to reach without losing balance. Dick Unrein, State Bicycle Program Manager supports our position.

For safety reasons, we cannot leave the push button in that location and do not feel that the City of Eugene should have to pay to return the site to its original condition.

We ask that you reconsider your decision and advise our office accordingly.

Sincerely,

Diane Bishop

Diane Bishop
Bicycle Coordinator

cc: Dick Unrein, State Bicycle Program Manager
John Emmons, City of Eugene
Dave Reinhard, Eugene Transportation Engineer

RECEIVED
JUL 02 1987
ROAD DESIGN SECTION

RDE		1 BPM U
FDE		LPC
FDS		LA
SE		LDS
LE		RWD
LFE		LLC
LFS		HE
PDE		GTE
PDB		OFFICE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
2141 E. 15th
Eugene, OR 97403

In Reply Refer to
File No.:

June 25, 1987

City of Eugene
Engineering Section
858 Pearl St.
Eugene, OR 97401

ATTN: John Emmons

Washington St. - High St. (Eugene)
Pacific Highway West
Lane County
C10060

RE: Relocation of Bicycle Push Button Pole

The relocation of the bicycle push button pole at the southeast corner of 6th St. and High St. has been reviewed.

I have observed this installation and find that bicycle riders that choose to use the push button have no problem. The actual distance from curb to face of button is 30 inches.

The above has been reviewed with Region, and we find no justification for the expenditure to move the pole in question.

Very truly yours,

Charles F. Hemenway

Charles F. Hemenway
Project Manager

CFH:dw

pc: file

10,060

May 28, 1987

Eugene Sand & Gravel, Inc.
3000 N. Delta Highway
P. O. Box 1067
Eugene, OR 97440

CON 5
10060

Re: Time Extension Appeal
Washington St.-High St.
Contract No. 10060
FAP No. FFR-3(15)

We have reconsidered your request for additional contract time in which to complete the above project. Our previous letter granted a 17 calendar day time extension for completion of phase "b" of the contract. Our first analysis considered items 9, 17, 19 and 21 of the 22 items requested and denied the remaining items due to lack of notice. We have elected to waive the notice requirement in this particular case and will now consider the remaining items for which added time was requested for completion of phase "b" of this contract.

A review of the project records indicates that a contract time adjustment of an additional 36-1/2 calendar days is warranted due to the causes and reasons given by you for items 1, 2, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 20, and 21.

The adjusted contract time of completion for phase "b" of this contract is 353-1/2 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Chuck Hemenway w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3
440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: April 3, 1987

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Time Extension
Washington Street-High Street
Contract No. 10060

Attached are recommendations by the project manager and an analysis by Chuck Godfrey for the subject time extension per Mr. Schwartz's letter dated January 26, 1987. The recommendation for the total additional days would be 61½. This differs from the project manager's 62½ days because it appears that the real completion date was June 13 instead of June 12.

As you recall, there were 17 days originally granted. The contractor requested 60 days, and due to the interpretation for the 20 day protest, we did revise the recommended time extension of 61½ days.

ba/sh
Attach

cc: C. Hemenway

5-28-87

W. E. Schwartz -

I concur with Region & Proj. Mgr.

O. B. Jackmond

CE ...... CAE ......
CCE ...... OM ......
OE ......
CA ......
CAM ......
EEO ______

RECEIVED
APR 0[illegible] 1987
CONSTRUCTION SECTION

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ......
GCS ......
FILE ______

81-125-1387

10,060

January 26, 1987

CON 5

Curt Offenbacher
Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

Time Extension Request
Washington St.-High St.
Pacific Highway West
Lane County
Contract #10060

Your subcontractor on the subject project, Emerson Hamilton, has convinced me that there is sufficient ambiguity in our General Specification, Section 108.08 to allow another interpretation than was intended.

I am convinced that Hamilton acted in good faith and submitted his claims for extra time in accordance with Section 108.09. Therefore, those portions of his original claim for time which were denied for lack of timely notice will be considered.

By a copy of this letter, I am asking the Project Manager to initiate a new study and recommendation of this time claim.

/s/ E.S. Hunter

for W. E. Schwartz
Assistant State Highway Engineer

WES:sl

cc Larry Rulien
C. O. Fredrickson
Jim Gix
Chuck Hemenway - TAA
FHWA
Bruce Walton

10,060

JANUARY 21, 1987

CONTRACT 10060

REVIEW MEETING FOR REQUEST FOR TIME EXTENSION, PROTEST OF W. E. SCHWARTZ LETTER OF OCTOBER 27, 1987.

CONTRACTOR PER HIS LETTER TO EUGENE SAND AND GRAVEL OF MARCH 31, 1986 SHOWS HE IS AWARE OF NOTICE REQUIREMENT FOR TIME EXTENSIONS (SEE SECTIONS 108 & 109 OF STANDARDS).

WEEKLY STATEMENT OF CONTRACT TIME WHICH ARE MAILED TO THE CONTRACTOR WEEKLY STATE THAT NOTICE AND PROTEST OF TIME CHARGED ARE REQUIRED.

CHUCH HEMENWAY AND BOB ALDRICH OVERLOOKED THE NOTICE REQUIREMENT AND THEREFORE THEIR ANALYSIS IS WRONG.

SUGGESTED RESPONSE TO CONTRACTOR IS FIELD ENGINEERS CAN MAKE MISTAKES, THE PROVISIONS OF THE CONTRACT WERE NOT FOLLOWED BY THE CONTRACTOR, THE STATE IS NOT BOUND BY WRONG INTERPRETATION OF A CONTRACT, THE DENIAL OF TIME FOR THE ITEMS LISTED IS THE CORRECT INTERPRETATION OF THE CONTRACT.

106 Pages

10-27
7-11
3-16

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
2141 E. 15th
Eugene, OR 97403

In Reply Refer to
File No.:

January 15, 1987

Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, OR 97440

Washington St. - High St.
Pacific Highway West
Lane County
C10060

ATTN: Curt Offenbacher

RE: Time Extension

This is to inform you of the revised time and place for the meeting to review your request for a time extension for the subject project.

PLACE: OSHD
1158 Chemeketa St. NE
Salem, OR 97310
O.B. Jackmond's Office

TIME: 10:00 a.m.
January 22, 1987

Please let us know if you have a problem with this change.

Very truly yours,

Charles F. Hemenway

Charles F. Hemenway
Project Manager

MD:dw

pc: Construction✓
Region
file

CE ___ CAE J
COE ___ OM ___
OE ___
CA ___
CAN ___
CLO ___

RECEIVED
JAN 21 1987
CONSTRUCTION
SECTION

SPC ___ TC ___
SA ___ SC ___
PE ___ CP ___
POC ___
OCS ___
FILE ___

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 27, 1986

CON 5

Eugene Sand & Gravel, Inc.
3000 N. Delta Highway
P.O. Box 1067
Eugene, OR 97440

RECEIVED
OCT 29 1986
CONSTRUCTION SECTION

CE
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CC
FE
CP
PQC
QCS
FILE

Time Extension Request
Washington St.-High St.
Contract No. 10060
FAP No. FFR-3(15)

Your request for additional contract time in which to complete phase "b" of the above contract has been carefully reviewed. You have requested an additional 60 calendar days of contract time due to 22 stated causes or reasons.

Our review indicates that, except for items 9, 17, 19 and 21, your request does not comply with the protest or notice requirements of Sections 108.08 and 108.09 of the contract Standard Specifications. These provisions require the contractor to file written protest of any contract time charges that are felt to be incorrect within 20 days of receipt of the workday charge statement. Further, these provisions provide that no time adjustment will be made for time charges not so protested.

L.D. 250/day

108.08(c)
P#145

Item 9 of your request was for an additional 30 days of contract time due to the interconnect cable work done under Price Agreement No. 9. our records indicate that this work delayed the project by 14 calendar days and that amount of additional contract time is granted.

Item 17 of your request was for an additional ten days due to the anticipated late delivery of the interconnect cable. The cable arrived April 10, 1986, and did not delay the work. This portion of your request is denied.

Item 19 of your request was for an additional four days due to the need to repair some of the existing interconnect conduit. Our records indicate that it required five hours on the day of the conduit break and three hours on another day to repair the conduit. Therefore, a time adjustment of one additional calendar day is granted for this work.

phase "a" completion date

53½ days over
Complete June 26, 1986
July 15, 1986 Time Ext.
Decision Oct. 27, a

Item 21 of your request was for an additional two days for refeeding the existing interconnect system. A contract time adjustment of an additional two calendar days is granted for this work.

The remaining items in your request are denied for the reasons previously stated.

The adjusted contract time of completion for phase "b" of this contract is 317 calendar days. There remain 36 1/2 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Charles Hemenway.

W. E. Schwartz
Assistant State Highway Engineer

OBJ:mk sl

bc C. O. Fredrickson
Jim Gix w/att.
Chuck Hemenway w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: September 4, 1986

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Washington St. to High St.
Contract #10060
Time Extension

Attached are Project Manager Hemenway's recommendations for time extension and also an analysis prepared for Region by Chuck Godfrey. I concur with the project manager that a time extension of 47½ days be allowed the contractor for extra work on the subject project.

ba/sh
Attach

P.S. The original Time Extension form was misplaced. We have requested a new copy which will be mailed to you as soon as possible.

10-23-86

W. E. Schwartz -

I do not concur with Region or Project Manager. Contractor did not file required notice or protest except for the interconnect item. In this item I do concur with Region and Project Manager and recommend a 17 c.D. time extension.

O. B. Jackmond

CE ___ CAE ✓
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
SEP 10 1986
CONSTRUCTION SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
OCS ___
FILE ___

81-125-1387

Time Extension
Washington St. - High St.
Contract No. 10060

9/2/86

SUMMARY

Specified Contract Time:
(a) All work *except* SIGNING, ILLUMINATION, SIGNALS, & LANDSCAPING
September 30, 1985

(b) All other work except plant establishment
300 Calendar Days

Excess time used to date: (a) None
(b) 46 days — 53½ difference?

1. Additional time for changes in pole locations.
Project manager had to shift original pole locations due to many utility conflicts. This work took place in July and August of 1985 and added 2 days of work.

2. Additional time for temporary and permanent communication line.
A hidden communication line between City Police and Fire Departments was broken in the course of construction on this project. Project Manager advises that although 16 days were spent working on this, only 10 days of contract work were delayed. Work performed on force account basis in July and August of 1985.

3. Additional time for installation of 6 inch conduit
According to project manager, this work was done concurrent with other contract work. This work paid for under force account.

4. Additional time for providing power to cantilever sign
This work evidently added 3 days of additional electrical work to the project, paid for under P.A. #9 ($4,779).

5. Additional time for moving pole #18
The proposed location of pole #18 was shifted 6 feet and the mast arm was shortened 5 feet. The only extra work performed was revising the mast arm, for which the contractor was reimbursed under EWO #7. The project manager advises that this work did not interfere with any contract work.

6. Additional time for placing conduit under pavement rather than sidewalk.
Project manager speculates that there must be a lack of communication between the subcontractor's field personnel and the office staff. The request to move the conduit runs evidently came from the contractor and it was to his benefit, since the A.C. was easier to replace than the concrete.

7. Additional time for mobilization required by utility work.
Contractor requests 6 days for move in & move out when completing pole base #26. Due to utility conflicts, pole base #26 could not be constructed at the time that the other bases were built. Project manager advises that 2 days would be appropriate. The Contractor was notified 10/24/85, the work was completed on 3/7/86.

8. Additional time for constructing bollards
Work performed under EWO #1. Project Manager indicates that this work added 2 days of contract work to the project.

9. Additional time for providing interconnect not shown on plans.
Work performed under P.A. #13. Contractor gave written protest of time in March 31, 1986 letter. Although it took about 30 days to complete, the project manager advises that during that period, the equivalent of 14 days were spent working on the interconnect.

10. Additional time for deletion of luminaire pole.
This apparently did not involve any additional work or delay.

11. Additional time for determining conflict.
The project manager advises that the contractor's request of 1 day for the work and delay is appropriate. This was paid for under EWO #7.

12. Additional time for pole revision.
This was extensive work that involved additional conduit runs, junction boxes etc. The project manager advises that it added 4 days of work. This was paid for under EWO #7.

13. Additional time for delay in determining pole location.
Project manager advises that this was part of the normal staging. This apparently did not stop the contractor from proceeding with other work.

14. Additional time for removing existing light pole.
Project manager's records indicate that this added about 1/2 day additional work to the contract, paid for under EWO #1.

15. & 16. Additional time for work on signal poles and luminaire arms.
Work was performed under EWO #7. Project Manager advises that this work delayed the completion of the project by 4 days.

17. Additional time for delay in obtaining interconnect cable.
All additional time required for the interconnect cable shown in item 9.

18. Additional time for correction in cable length.
Contractor determined cable length, see item 17.

19. Additional time for repairing broken conduit.
Contractor claims that it took 2 days for approval to proceed, and 2 days to complete the work. Project Manager indicates that the contractor spent 5 hours repairing the conduit on the day that the break was discovered and 3 hours another day, a total of 1 day additional work.

20. Additional time for changing signal mounts.
Contractor evidently spent 10 days changing the signal mounts, however all but 2 days of this were done in conjunction with other work.

21. Additional time for refeeding the existing interconnect system.
Performed on force account, Project manager indicates that this added 2 days of work to the project.

22. Additional time for extra work.
Covered above.

Based on the above and the Project Manager's recommendation, it appears that due to delays and extra work, the contractor needed an additional 47-1/2 days to complete the work. The Project Manager emphasizes that the contractor diligently pursued the completion of the work throughout the course of the project.

Second Notification was June 28, 1986; the contractor's request for adjustment in time was received on July 16, 1986, well within the required 60 days. The only other protest of time recorded is on the attached letter from the subcontractor regarding the interconnect cable.

Under the terms of the contract, the contractor should be notified of the state's determination by September 14, 1986.

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Aldrich
Region Construction Engineer

DATE: August 25, 1986

FROM: Charles F. Hemenway Charles F. Hemenway
Project Manager

Washington St. - High St.
Pacific Highway West
Lane County
C10160

SUBJECT: Time Extension

Below is my evaluation of the attached time extension request.

1. There were numerous problems with pole locations due to utilities, etc. I recommend 2 days be allowed.
2. This was clearly unexpected work. The emergency nature did not give Hamilton Electric the opportunity to schedule for additional personnel. While contract work was proceeding, the extra work reduced available personnel. I recommend 10 days be allowed.
3. The six-inch conduit was installed at the same time as contract work in the area. I recommend 0 days.
4. Providing power to the cantilever sign at Sta. LW184+00 was price agreement work. I recommend 3 days be allowed.
5. The August 23, 1985, letter moved the pole location six feet and changed the mast arm length from 30 feet to 25 feet. The change of mast arm was paid under EWO #7. No additional time required. I recommend 0 days.
6. As I recall, this was in fact a request by Hamilton Electric. The advantage was that it was easier to replace asphalt pavement than sidewalk. I recommend 0 days.
7. This is basically correct. However, I do not agree that six days were required to demobilize and remobilize. I recommend 2 days be allowed.
8. The work described was done on EWO #1. I recommend 2 days be allowed.
9. This work was done between April 14, 1986, and May 16, 1986. This was intermingled with on-going contract work. I recommend 14 days be allowed.
10. With agreement by the City of Eugene, this luminaire pole was not installed. Extra pole delivered to city. No extra time required. I recommend 0 days.

ROSEBURG REGION
RECEIVED

81-125-1387

11. & 12. The work in question was done on EWO #7. I recommend 5 days be allowed.

13. There was no delay to the contractor's work. It was just a matter of staging which could be expected with this type of project. As soon as the pole could be installed, a location was given. I recommend 0 days.

14. Only 3-4 hours were expended on this extra work. I recommend 1/2 day be allowed.

15. & 16. This work was done under EWO #7. Four days had been expended at the time of the time extension request. I recommend 4 days be allowed.

17. The contractor was notified March 24, 1986, to proceed with P.A. #13 interconnect work. Cable arrived in Hamilton's yard April 10, 1986.

18. I recommend no days on this item as it was the contractor who determined the length of cable required. 0 days.

19. My information is that the broken conduit was found on Friday, May 2, 1986. Hamilton's foreman was instructed to proceed with the repair as extra work. Five hours were spent on the repair that day. Three hours were spent completing repair on May 5, 1986. I recommend 1 day be allowed.

20. The contractor was working on remaining contract all during this time. I recommend actual time spent on this work which was 2 days.

21. This work was done as extra work. I recommend 2 days be allowed.

22. I concur that there was a lot of extra work done by the electrical subcontractor on this project. A total of $12,104.00 on price agreements and $33,178.00 extra work orders. For instance, the maintenance of the existing signals was anticipated, but maintenance of the existing illumination was not. However, the illumination was required to be kept in working order. Approximately $7,000.00 has been spent to date for this.

Given the above information and the fact that Hamilton Electric has, except for two weeks during winter when the ground was frozen, been actively pursuing completion during the entire project. I recommend the contract time be increased by 47½ days.

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date JULY 11, 19 86

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from APRIL 30, 1986 to JUNE 30, 1986, within which to complete Section WASHINGTON STREET TO HIGH STREET, Contract No. 10060, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

SEE ATTACHED LETTER BY HAMILTON ELECTRIC, INC.

OREGON STATE HIGHWAY DIVISION
PROJECT MANAGER
RECEIVED
SEP 29 1986
NOTED: ☐ ☐ ☐

orig. rec'd
7-16-86
(see xc attached)

Respectfully Submitted,

EUGENE SAND & GRAVEL, INC.
Contractor

By

CONSENT OF SURETY

Date July 15, 19 86

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

THE TRAVELERS INDEMNITY COMPANY

By: Lynette G Harris
Attorney-in-fact
Lynette G. Harris

Corroon & Black of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Grant phase "b" time extension of 17 C.D. (see attached letter)

Approved: For
Assistant State Highway Engineer

734-3320 (2-83)

CONTRACTOR, SUBMIT TWO COPIES TO PROJECT MANAGER

HE HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

6th-7th Avenues/Washington-High Streets (Eugene)
OSHD No. 10060

ITEM No.

A time extension is requested on this project for the following reasons.

1 During the layout phase of this project where the OSHD Personnel were identifying locations of signal and illumination poles, there were numerous mislocations. Hamilton Electric required five additional days to correct the locations that were mismarked. This justifies a 2 day time extension.

2 On July 25, 1985, during the course of construction of this project, the City of Eugene discovered a need to provide a temporary communication "service" by overhead cable to the police and fire deparmtent emergency services. This cable crossed High Street south of Seventh Avenue. An emergency was declared by the City Police Chief and this work was completed. This also led to the installation of the same work on a permanent basis. Both of these projects were done on a Price Agreement basis with the City of Eugene and required a total of 16 days for completion. This was work that was not anticipated in the original contract, but it was necessary to keep the police and fire departments for the City of Eugene operational.

3 Hamilton Electric also had to install a six inch conduit across Pearl Street at Seventh Avenue. This was not shown on the plans and specifications and was ordered by the City of Eugene to coordinate with the contract work. It required 2 days to complete and justifies a 2 day time extension.

4 On August 15, 1985 a letter was transmitted from the Project Manager requesting a price for providing power to the cantilever sign at Station LW184+00. Hamilton Electric provided a price for this work on August 26, 1985 and a breakdown on August 30, 1985. The work was approved on Price Agreement #9 and justifies 7 additional contract days to complete.

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

5 On August 23, 1985 the Project Manager issued a letter requesting a Price Agreement for moving the location of Pole #18. Hamilton Electric requested a Price Agreement on September 6, 1985 and a Price Agreement was issued. This work justifies a 1 day time extension.

6 On August 30, 1985 Hamilton Electric notified Eugene Sand & Gravel that they had been directed by the OSHD representatives to make cuts for conduit on Sixth Avenue between Charnelton & Oak Streets and on Seventh Avenue between Olive & Oak Streets in the street rather than on the sidewalk as indicated in the plans and specifications. It was also indicated that this change in installation method would require additional costs by Hamilton Electric. This was confirmed in an October 1, 1985 letter from Hamilton Electric. This changed condition justifies a time extension of 10 days.

7 On October 24, 1985 the OSHD was notified the pole base #26 could not be installed due to Eugene Water & Electric Board ducts being in the way. EWEB did not move the ducts until March 7, 1986. The demobilization and remobilization justifies a time extension of 6 days.

8 At a January 16, 1986 meeting Hamilton Electric was requested to install protection for the illumination poles on Sixth Street between Willamette & Oak Streets (Station #195+70). This was confirmed in an OSHD letter of January 27, 1986. Hamilton Electric proposed this by furnishing and installing 4 inch galvanized rigid conduit for bollards. This work was completed on an extra work order and justifies a time extension of 2 days for cutting, galvanizing and installing the bollards.

9 In the same meeting on January 16, 1986 it was discovered that the temporary interconnect was omitted from the plans. The City of Eugene requested that the connection be made to the existing interconnect with additional wire. This change was documented in a January 23, 1986 letter from the OSHD. On February 4, 1986 Hamilton Electric responded with a quotation, followed by a breakdown on February 26, 1986. On March 24, 1986 Hamilton Electric was notified verbally that Price Agreement #13 had been assigned to this change and at that time Hamilton Electric requested a 30 day Time Extension. It was formally approved on April 16, 1986. A 30 day extension is justified for making this change.

10 On February 4, 1986 Hamilton Electric notified Eugene Sand & Gravel of a problem with the illumination pole on Seventh Avenue at Station #195+90. When the pole base locations were being laid out by the OSHD, Jim Nelson of the OSHD informed Hamilton Electric Foreman Bill Burruss that because of location conflicts with tree wells and a catch basin, a pole would not be installed at that location. When the illumination conduit was installed that location was passed up in accordance with those instructions. At a subsequent time the City of Eugene requested a pole be installed at the original location. There is no place at the original indicated location to install a pole. Hamilton Electric is still waiting on a decision from the State for a location. For the delay of Hamilton Electric's work a Time Extension of 4 days is justified.

11 On March 5, 1986 the Highway Department was advised that there were underground utilities in conflict with pole base #43 at Sixth & Willamette Streets. Hamilton Electric was requested to jack hammer and dig a hole to prove that the utilities were in conflict to the OHSD. Hamilton Electric then had to wait for a decision and at that point was directed to relocate the pole base. This justifies a Time Extension of 3 days.

12 On March 5, 1986 Byron Inman of the OSHD indicated that the State wanted to redesign the pole at Seventh & Washington Streets. On March 20, 1986 Hamilton Electric picked up the revision letter at Eugene Sand & Gravel. On March 21, 1986 Hamilton Electric provided a quotation to Eugene Sand & Gravel. On April 8, 1986 Hamilton Electric received a verbal approval to proceed with the revision on an extra work order basis. This extra work justified a Time Extension of 5 days.

13 On March 7, 1986 Hamilton Electric notified Eugene Sand & Gravel that they could not install one pole and luminaire on the south side of Sixth & Willamette Streets. On March 21, 1986 Hamilton Electric notified Eugene Sand & Gravel that the pole could not be installed due to the State's request not to install it until the existing pedestrian pole was moved and the location be appropriately specified since the original location was in conflict with the crosswalk. After considerable delay, the State made a decision where the pole should be located and Hamilton Electric installed the pole. This justifies a Time Extension of 6 days.

14 On March 10, 1986 the Project Manager transmitted a letter indicating that the removal of an existing light pole on the Southeast corner of Seventh & Pearl Streets would be removed on an extra work order basis. This work was accomplished on an extra work basis and justifies a Time Extension of 1 day.

15 On March 19, 1986 Eugene Sand & Gravel transmitted to Hamilton Electric a March 17, 1986 letter from the Project Manager requesting a quotation for additional work for changing luminaire arms and tennons. Hamilton Electric submitted a quotation on March 24, 1986 and an additional breakdown on March 28, 1986. This work was approved as a price agreement and was accomplished. It justifies a Time Extension of 2 days.

16 On April 6, 1986 Hamilton Electric was advised to proceed with signal installations at Seventh & Washington Streets on Pole 7B, Sixth & Willamette on Pole #43 and revisions to mast arms on Poles #12, #12 and #18. The work on Pole 7B was performed on an extra work order basis and justifies a Time extension of 2 days. The other items have already been addressed.

17 On April 8, 1986 Hamilton Electric advised Eugene Sand & Gravel that the interconnect cable for price agreement #13 was delayed in delivery since it had to be shipped from a Pennsylvania warehouse rather than Stockten, Ca. A 10 day time extension is justified to cover this delay. This 10 day delay is in addition to the 30 day delay since the State advised Hamilton Electric on March 31, 1986 that they would not allow a turn on of any signals until the interconnect cable was installed.

18 On April 17, 1986 Hamilton Electric notified Eugene Sand & Gravel that some of the cable that was shipped was of insufficient length to install a complete run, which was required. Hamilton Electric returned that cable and required an additional 10 days to obtain the correct lengths of cable. This justifies an additional 10 days of contract time since the work was being done on a price agreement basis.

19 On May 5 & 6, 1986 Hamilton Electric was pulling interconnect cable in existing conduits on Olive Street between Sixth & Seventh Avenues. It was discovered that the conduit was broken and it took 2 days to get approval from the State to install a new conduit on an extra work order basis. This work and the delay required 4 additional contract days and a time extension is justified.

20 On May 16, 1986 Hamilton Electric notified Eugene Sand & Gravel that on Poles #3 & #4 and Sixth Avenue & Washington Street. The signals are shown on Plan Sheet #8847 to be mounted on elevator plumbizers. These are not compatible with the existing poles. The same situation existed at Seventh & Washington Streets on Poles #7 & #8 and is shown on Plan #8848. This work was done on an extra work order which was authorized on May 28, 1986. The necessary equipment was not shipped until June 2, 1986 and arrived on the job site on June 10, 1986. This change justifies a Time extension of 10 days.

21 The original plans and specifications did not indicate refeeding the existing interconnect system. This was completed on an extra work order basis by Hamilton Electric. Hamilton Electric also had to refeed the interconnect cable system from Sixth & Washington to Fifth & Washington as well as from Seventh & Washington to Eighth & Washington. This requires a time extension of 2 days.

22 There was considerable extra work done on an extra work order basis throughout the course of the contract, beginning on June 19, 1985 until final completion. This extra work delayed Hamilton Electric's schedule for subsequent work. A time extension of 30 days is justified for all of this work. This work included numerous repairs, relocations (such as conduits in driveways), and relocation of temporary lighting and signals. Most of this work was identified as extra work during the preconstruction conference and it was indicated that it would be done on a force account basis at that time.

Based on all of the items listed above and recognizing that some of the extra days requested are concurrent, Hamilton Electric is entitled to a time extension of 60 contract days for this project.

Very truly yours,

Emerson Hamilton

EH:rl

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date July 11, 19 86

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from APRIL 30, 1986 to JUNE 30, 1986, within which to complete Section WASHINGTON STREET TO HIGH STREET, Contract No. 10060, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

SEE ATTACHED LETTER BY HAMILTON ELECTRIC, INC.

OREGON STATE HIGHWAY DIVISION
PROJECT MANAGER
RECEIVED
JUL 16 1986
NOTED: ☐ ☐ ☐

NOTED
BYRON G. INMAN

Respectfully Submitted,

EUGENE SAND & GRAVEL, INC.
Contractor

By Curt Offenbacher

CONSENT OF SURETY

Date July 15, 19 86

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

THE TRAVELERS INDEMNITY COMPANY

By: Lynette G Harris
Attorney-in-fact
Lynette G. Harris

Corroon & Black of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved: ....
Assistant State Highway Engineer

734-3320 (2-83)

EEKLY STATEMENT OF CONTRACT TIME CHARGES

NAME (SECTION): Washington St. - High St.

CONTRACT NO.: C10060

HIGHWAY: Pacific Highway West

COUNTY: Lane

PREFIX:

CONTRACTOR:

Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, OR 97440

F.A. PROJECT NO.: FPR-3(15)

WEEK ENDING: June 28, 1986

DATE MAILED TO CONTRACTOR: June 27, 1986

CONTRACT TIME UNITS (All, a, b, c, etc.)			~~A~~ B	~~B~~ A		
BEGINNING DATE OF TIME CHARGE			6/15/85	6/15/85		
Day of Week	Day of Month	Predominant Weather (For "Workdays" Projects Only)		10-23-86		
Sun.	22	Clear	1			
Mon.	23	Clear	1			
Tue.	24	Clear	1			
Wed.	25	Clear	1			
Thu.	26	Clear	1			
Fri.	27	Clear	~~1~~ 0			
Sat.	28	Clear	~~1~~ 0			
DAYS CHARGED THIS WEEK			~~7~~ 5			
DAYS CHARGED ON PREVIOUS STATEMENT			348½			
REVISIONS OR ADJUSTMENTS (+ or –) (Explain Below)			0		353½	
DAYS CHARGED TO END OF CURRENT WEEK			355½			
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS					
	CALENDAR DAYS		300			
	WORKDAYS					
FIXED DATE (Specified Completion Date)				9/30/85		
DAYS REMAINING						
EXCESS DAYS USED			~~55½~~ 53½			

If allow 6-30-86 as delivery date, then protest of any of these dates must be by 7-20-86.
Time ext. request rec'd. 7-16-86 but request only covered claimed delays to ±6-10-86 which would have to be protested by 7-6-86.
Request was late on all but interconnect.
DMG

REASONS FOR NOT CHARGING TIME

NOTICE TO CONTRACTOR

If you are in disagreement with the number of "Days Charged This Week", you have 20 days after delivery of this statement to file written protest with the Project Manager, setting forth in detail the facts upon which the protest is based. See subsection 108.08 in the contract specifications for additional instructions.

INSTRUCTIONS FOR PROJECT MANAGER

Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (PROJECT MANAGER): Charles F. Hemenway
Charles F. Hemenway, Eugene

734-3483 (Rev. 7-81)

CONTRACT PAYMENTS

Time Ext. Request.
Wash. St. – High St.
Contract No. 10060

①

Request		P.M.	Region	Konstr.
1. OSHD layout errors :	2 days	2	2	0 No protest
2. 7-25-85, Temp. police & fire service & Perm. pol. & fire service:	16 days	10	10	0 No protest
3. Install conduit, Pearl @ 7th :	2 days	0	0	0 No protest
4. 8-15-85; P.A. #9 requested by OSHD; PA #9 approved 8-$\overset{?}{30}$-85 :	7 days	3	3	0 No protest
5. 8-23-85; P.A. req. by OSHD for reloc. pole #18. P.A. Req. by Hamilton 9-6-85 :	1 day	0	0	0 No protest
6. 8-30-85; OSHD directive to make conduit cuts in street, confirmed by Ham. El. 10-1-85 :	10 days	0	0	0 No protest
7. 10-24-85; OSHD was notified that pole base #26 conflict (EWEB). (EWEB) moved 3-7-86 :	6 days	2	2	0 No protest
8. 1-27-86 OSHD req. to install Protection for illum. pole :	2 days	2	2	0 No protest
9. 1-23-86 OSHD req. for interconn; 2-2-86 Hamilton quote; 2-26-86 Hamilton breakdown of costs; 3-24-86 Hamilton notified of approval. Hamilton at that time requested a 30 day Extension:	30 days	14	14	14
10. 2-4-86; Illum. pole & tree conflict, 7th Ave. :	4 days	0	0	0 No protest

②

Time Ext. Request
Washington St.– High St.
Contract No. 10060

Requested		P.M.	Region	Constr.
11. 3-5-86; utility conflict pole #43, relocated :	3 days	5 (EWO #7)	1	
12. 3-5-86 OSHD wanted redesign pole at 7th & Wash., 3-21-86 Hamilton quote 4-8-86 verbal approval :	5 days		4	0 No protest
13. 3-7-86 Hamilton informed E.S.G. pole problem at 6th & Will. St.	6 days	0	0	0 No protest
14 3-10-86; OSHD orders pole removal 7th & Pearl :	1 day	1/2	1/2	0 No protest
15. 3-17-86 OSHD req. quote for change in lum. arms & tendons :	2 days	4 (EWO #7)	4	0 No protest
16. 4-8-86; Ex. work, pole 7B :	2 days			0 No protest
17. 4-8-86: Hamilton advised E.S.G. that intercon. cable (item 9 above) for P.A. 13 delayed in delivery :	10 days	0	0	Cable arrived 4-10-86 No delay. 0 ? Protest
18. 4-17-86: Hamilton advised ESG of error in cable delivery :	10 days	0	0	0 No protest
19. 5-5 & 6-86: Found exist. Intercon conduit broken, replaced on EWO :	4 days	1	1	1 ~~No protest~~
20. 5-16-86: plumbizer problem; resolved as EWO 5-26-86; work done 6-10-86	10 days	2	2	0 No protest
21 Refeeding ex. intercon., EWO	2 days	2	2	2 ~~No protest~~
22 Extra work; impact on job 6-19-85 to end of job.	30 days	0 51½	0 47½	0 17

(Act. total / ≈165 claimed)

HAMILTON ELECTRIC
ELECTRICAL CONTRACTING

RECEIVED
APR 01 1986
EUGENE SAND & GRAVEL

March 31, 1986

Eugene Sand & Gravel
P.O. Box 1067
Eugene, Oregon 97440

Re: Washington - High Streets
OHSD No. 10060

We have received your March 24, 1986 letter confirming the issuance of Price Agreement No. 13 for the installation of interconnect wire. Because of the length of time to approve this change (which was originally quoted on February 4, 1986) and because of the need to procure special materials for this project, we will require a 30 day Time Extension based on this change.

Very truly yours,

Emerson Hamilton

EH:rl

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

10,060 N

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

Larry — P.M. ignored Sec 108.08(c) & 108.09 and analyzed time extension request on merits of the various items. Region also ignored 108.08 & 108.09 & concurred in P.M. recommendation. Hemmenway says it was Region who advised him not to give documents to Hamilton. We should give copies to Contractor. I have left word for John Gervais to call.

December 23, 1986

John Gervais & Assoc.
P.O. Box 236
Salem, Oregon 97308

Dear John:

As we discussed on the telephone, we requested a time extension on the 6th-7th/Washington St.-High St. project (Eugene), Contract #10060, through the general contractor, Eugene Sand & Gravel Inc. A time extension was granted which left 36½ calendar days of liquidated damages. I am enclosing a copy of the State's letter.

On November 18, 1986 the general contractor wrote a letter to the Department of Transportation requesting copies of their memos regarding the time extension determination. This request was rejected by the Project Manager Charles Hemenway. When I spoke to him on the telephone in regard to this he said he was acting as directed by Salem.

I believe that the information requested is identical to that we have acquired before through the Freedom of Information act and as directed by the Attorney General. Will you please reqeust for us copies of the Project Manager and Construction Section memos regarding their decision on the time extension request on this contract.

Very truly yours,

Emerson Hamilton

EH:rl

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

October 21, 1986

CON 5 - #10,060

Hogan Mfg., Inc.
5720 SE Johnson Creek Blvd.
Portland, OR 97206

Thank you for sending us a copy of your letter to Eugene Sand and Gravel, Inc., stating that you are releasing any claim against the bond on Contract No. 10,060.

This was in reference to a claim filed against Eugene Sand and Gravel, Inc., on Contract No. 10,060 for work on the Washington Street-High Street (Eugene) Section of the Pacific Highway West in Lane County.

This information will be noted in our records.

George Bell
Assistant Director

cc: Eugene Sand & Gravel, Inc.
3000 North Delta Highway
P.O. Box 1067
Eugene, OR 97440

The Travelers Indemnity Co.
Surety Department
111 SW Fifth #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 6-30-86; CL 1986-0239

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
10-21-86 cc

(503) 774-4940

HOGAN MFG., INC.
5720 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, Oregon 97440

October 7,1986

Dear Sirs:

Re: Washington Street-High Street (Eugene) Section
Pacific Highway West, Lane Co. OSHD #10060
SUBJECT: Release of Bond Claim

We hereby advise that settlement has been made and we release any claim on the construction bond on the above project.

Sincerely,

Richard A. Hogan, President
Hogan Mfg., Inc.

lcc/ Gaynetco, Inc.
The Travelers Indemnity Co.
Secretary of State
Dept. of Transportation

RECEIVED
OCT 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Custom Machinery & Steel Fabricators
Platework • Machine Work • Steel Buildings

10 03C

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: October 11, 1986
PROJECT NAME (SECTION): Washington-High St. Report #62
CONTRACT NO: C10060
HIGHWAY: Pacific Highway West
COUNTY: Lane
F A PROJECT NO: [illegible] 3(15)
CONTRACTOR: Eugene Sand and Gravel
KIND OF WORK: Grading Paving Ill Signals Landscaping Signing
DATE OF AWARD: June 4, 1985
FIRST NOTIFICATION DATE: June 15, 1985
ESTIMATED DATE OF COMPLETION, OR: May 30, 1986 (Phase B)
SECOND NOTIFICATION DATE AND: A: 9/27/85B: 4/26/86
ESTIMATED SEMIFINAL SUBMITTAL DATE: October 6, 1986
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,409,580.40
ESTIMATED PROJECT COST $ 2,495,948.00
ESTIMATED PERCENT OVERRUN/UNDERRUN 3.6 %

ENGINEERING

AUTHORIZATION $ 171,844.40
COST THIS WEEK $ 0.00
TOTAL TO DATE $ 192,000.00
PERCENT OF AUTHORIZATION 112 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/30/85	102	99.0	97	YES
B	04/30/86	300	346.0	115	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	15,840 cy	16,000 tn	6,800 tn			
EST. CORRECTED QUANTITIES	16,841 cy	20,695 tn	7,887 tn			
EST. PERFORMED TO DATE	16,841 cy	20,695 tn	7,887 tn			
PERCENT PERFORMED TO DATE	100	100	100	[illegible]	0	0

ACTIVITIES THIS WEEK:

Sunday: No Activity

Monday. No Activity

Tuesday. No Activity

Wednesday. No Activity

Thursday. No Activity

Friday. No activity

Saturday. No activity

RECEIVED
OCT 13 1986
CONSTRUCTION SECTION
CE E CAE
COE A OM
OE
CA K
CAM
EEO
SPC TC
K CC
FE CP
PQC
OCS 04
FILE

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Semifinal submitted 10/6/86
This is final report.

PROJECT MANAGER (SIGN): for Byron G.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,060

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.
CON 5
10060

DATE: August 21, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for C. O. Fredrickson, P.E., P.L.S. Bruce M. Walton
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FFR-3(15)

Contract 10060, Work Completed June 26, 1986

Project Washington Street-High Street (Eugene)

Highway Pacific Highway West

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 7-23-86
2B

for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
AUG 25 '86
REFER TO
FOR
Info Inves R/D O/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

NOTED
LARRY RULIEN

RECEIVED
AUG 22 1986
OREGON DIVISION

CPC/FL4

734-2023 (2-85)

10

jc c OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JUL 31 '86
REFER TO Fredrickson
FOR

Info	Invest	R/D	D R	Sign	ct	

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

7-23-86

gg 8/8

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH Bob Aldrich and Chuck Hemenway; OSHD

DATE OF INSPECTION 7-23-86	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. FFR-3(15)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK SEE BELOW	TIME ELAPSED 115 %	WORK COMPLETED 100 %

NOTED
W. E. SCHWARTZ

WASHINGTON ST. - HIGH ST.
PACIFIC HIGHWAY WEST
Grading, Paving, Signing Signals, Illumination & Landscaping

Work completed under this project included the construction of roadbed grading; cement treated base; asphalt concrete pavement; concrete sidewalks, driveways and curbs; installation of illumination poles, illuminaires and conduit; furnishing and planting of trees and ground cover; signal installations; and other work common to this type of project.

A contract in the bid amount of $1,972,194.80 was awarded Eugene Sand and Gravel, Inc. on 6-4-85. Contract work began on 6-15-85 and was completed in reasonably close conformance with the approved plans and specifications on 6-26-86 at a final cost of $2,433,950.28 which includes $2,021,432.42 for original bid item work, $45,484.03 for work completed under approved price agreements, $60,000 (est) for approved force account work, $139,710 for approved State force work, $24,676.17 credit for liquidated damages and approximately $192,000 for construction engineering.

A total of 346.5 calendar days were used in completing the work as compared to the 300 calendar days allowed under the contract. Liquidated damages in the amount of $20,925 have been assessed accordingly. The contractor has requested a 46.5 calendar day time extension which is being evaluated by the State.

Liquidated damages in the amount of $3,751.17 have been assessed for asphalt concrete mix which failed to fully meet specification requirements. Project records indicate that all other materials incorporated into the work were in reasonably close conformance with specifications requirements.

The overall appearance of the project is considered very good except for the crosswalk paving bricks which have failed to hold up under traffic. The State and City are presently looking at possible methods of correcting this problem. Federal-aid participation in the cost of the paving blocks was not approved.

Based on the results of this inspection final acceptance of the contract work is recommended.

WNB

Form **FHWA-1446A**
(Rev. 2-84)

CL 1986-0239

10,060

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

June 26, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,060

Hogan Mfg., Inc.
5720 S.E. Johnson Creek Blvd.
Portland, OR 97206

We have received your letter of June 10, 1986, filing a claim against the following Highway Division contract:

FILED BY: Hogan Mfg., Inc.

AMOUNT: $4,213.50

AGAINST (PRIME CONTRACTOR): Eugene Sand and Gravel, Inc.

SUBCONTRACTOR: Gaynetco, Inc.

CONTRACT NO.: 10,060

PROJECT: Washington Street-High Street (Eugene) Section, Pacific Highway West, Lane County

SURETY: The Travelers Indemnity Company

AGENT: Corroon & Black of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Eugene Sand and Gravel, Inc.
3000 North Delta Highway
P.O. Box 1067
Eugene, OR 97440

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
7-8-86 a

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

(503) 774-4940

HOGAN MFG., INC.
5720 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

June 10, 1986

P-176 & 251

Commission Services
121 Transportation Building
Salem, Oregon 97310

Attn: Bob Gormsen

RE: Washington St. - High St. (Eugene) Sec.
O.S.H.D. Contract No. 10060
Bid Item No. 35

SUBJECT: Delinquent payment - $4,213.50

We are suppliers to Gaynetco, Inc. a sub-contractor on this project, and we are not being paid.

The Prime contractor is: Eugene Sand and Gravel
P.O. Box 1067
Eugene, Oregon 97440

We would like to file on the bond.

Sincerely,

Hogan

Richard A. Hogan, President
Hogan Manufacturing, Inc.

RAH:sc

RECEIVED
JUN 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Custom Machinery & Steel Fabricators
Platework • Machine Work • Steel Buildings

June 26, 1986

CON 5 - #10,060

Farwest Rebar Co.
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

Thank you for your letter of June 17, 1986, advising us that you have received payment for materials supplied to Gaynetco, Inc. and that you are releasing the claim.

You state this is in reference to Contract No. 10,060 with Eugene Sand and Gravel, Inc., for work on the Washington Street-High Street Project in Eugene.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Eugene Sand & Gravel, Inc.
3000 North Delta Highway
P.O. Box 1067
Eugene, OR 97440

The Travelers Indemnity Co.
Surety Department
111 S.W. Fifth #1600
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State: Filed 5-30-86; CL 1986-0210

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
6-26-86

FARWEST REBAR CO.

June 17, 1986

Oregon State Department of Transportation
Attention: Robert W. Gormsen
Transportation Building
Salem, Oregon 97310

Notice is hereby given that the undersigned Farwest Rebar Co. has been paid for the materials included in Farwest Rebar's bond claim dated May 13, 1986 in the sum of $245.00. A copy of the bond claim is attached hereto as Exhibit "A".

Farwest Rebar Co. hereby releases Eugene Sand & Gravel, Inc. and Travelers Indemnity Company from all claims and demands arising from materials supplied to Gaynetco, Inc. for use on Oregon Department of Transportation Contract No. 10060, Washington Street - High Street in Eugene, Section of the Pacific Highway 99, Lane County, Oregon.

Farwest Rebar Co.

C.W. Cooley
Treasurer

CWC/slh

Enclosure
no enclosure attached.

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

10 063
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40020

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
ST. HWY ENGR
JUN -6 '86
REFER TO Potter!
FOR
Info Inv.

7. DATE AUTHORIZATION EFFECTIVE April 1, 1986
8. FEDERAL ROUTE NUMBER Primary 3
9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Washington St. - High St. (6th & 7th Sts. Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Furnish signal controller equipment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/1/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $81,085;
Federal Funds $71,476.

14. DATE 6/4/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE April 1, 1986

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

Washington St. - High St. (6th & 7th Sts. Eugene) Section

11. GENERAL DESCRIPTION OF WORK

Remove four trees for later transplant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/1/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State or local government forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $600;
Federal Funds $529.

14. DATE 6/4/86

15. SIGNATURE OF APPROVING OFFICIAL D. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10 06 jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ...TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE April 28, 1986

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Washington St. - High St. (6th & 7th Sts. Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Provide power hookups for signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/28/86 as requested in Mr. Fredrickson's letter of 5/28/86 as being cost effective for the use of utility district forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $2,900;
Federal Funds $2,556.

14. DATE 6/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosener

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 1986-0210
10,06

FILED
MAY 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:
CON 5 - 10,060

May 29, 1986

Farwest Rebar Co.
P. O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated May 13, 1986, with attached documentation, against the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$245.00
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Eugene Sand & Gravel, Inc.
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	10,060
PROJECT:	Washington Street-High Street (Eugene) Section, Pacific Highway West, Lane County
SURETY:	The Travelers Indemnity Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
6-10-86 cc

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, OR 97440

The Travelers Indemnity Company
Surety Department
111 SW 5th, #1600
Portland, OR 97204

Corroon & Black of Oregon
1600 SW 4th Avenue
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST REBAR CO.

May 13, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of Two Hundred Forty Five and 00/100 Dollars against the bond taken from Eugene Sand & Gravel, Inc. as principal, and The Travelers Indemnity Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 10060, Washington Street - High Street in Eugene, Section of the Pacific Highway 99, Lane County, Oregon.

Dated this 13th day of May, 1986.

Farwest Rebar Co.

C. W. Cooley
Treasurer

CWC/slh

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) SS.
LANE COUNTY)

TO: Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, Oregon 97440

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO. has a claim in the sum of Two Hundred Forty Five and 00/100 Dollars ($245.00), due against the bond taken from Eugene Sand & Gravel, Inc., as principal and The Travelers Indemnity Company as surety, for the work or labor and materials performed or furnished by us on the ODOT Contract No. 10060.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

FABRICATED REINFORCING STEEL

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above- described, to wit:

OREGON DEPARTMENT OF TRANSPORTATION
Contract No. 10060
Washington Street - High Street in Eugene
Section of the Pacific Highway 99
Lane County, Oregon

That said materials and/or labor were furnished to and received by Gaynetco, Inc. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 19 day of August 1985, which labor was performed and/or materials were furnished as follows:

FABRICATED REINFORCING STEEL

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 13th day of May, 1986.

Farwest Rebar Co.
Post Office Box 889
Eugene, OR 97440

CW Cooley
C. W. Cooley, Treasurer

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

May 13, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Secretary of State
Barbara Roberts
State Capital Building Room 141
Salem, Oregon 97310-0722

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Rebar Co. has a claim for Fabricated Reinforcing Steel in the sum of Two Hundred Forty Five and 00/100 Dollars against the bond taken from Eugene Sand & Gravel, Inc. as principal, and The Travelers Indemnity Company as surety or sureties for the work of the Oregon Department of Transportation Contract No. 10060, Washington Street - High Street in Eugene, Section of the Pacific Highway 99, Lane County, Oregon.

Dated this 13th day of May, 1986.

Farwest Rebar Co.

C. W. Cooley
Treasurer

CWC/slh

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST REBAR CO.

2000 HENDERSON — P. O. BOX 889
EUGENE, OREGON 97440
503/686-2000

INVOICE NUMBER
58151

SOLD TO
GAYNETCO, INC.
10416 N.E. MARX
PORTLAND, OREGON 97220

CUSTOMER I.D. R 30558

SHIP TO: WASHINGTON HIGH SIGN FOOTING -- ODOT #10060, EUGENE

INVOICE DATE	DATE ORDERED	SHIPPED	JOB NUMBER	ORDER NUMBER	CUSTOMER ORDER NUMBER
08/21/85		08/19/85	R7048-1	8-08203	85-235

		WEIGHT OR QUAN.	UNIT PRICE	AMOUNT
FABRICATED REINFORCING STEEL GRADE 60	#4	171	28.62	48.94
	#5	81	28.62	23.18
	#8	604	28.62	172.88
	TOTAL WEIGHT	856	TOTAL AMOUNT	245.00

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST REBAR CO.

EUGENE 686-2000
MEDFORD 779-6620
BOISE (208) 344-3311

SPECIAL BENDS		CREDIT	DATE ORDERED
CONTROL CODE MH		JOB NO. R7048-1	
PHONE NO. 2569711			

CUSTOMER PURCHASE ORDER NO. 85-235
BRANCH 8
OUR ORDER NO. 08203.

	WHEN REQUIRED	SHIP VIA	PPD.	COL.	WRITTEN BY	DATE SHIPPED
R30558	8/19/85	FSC	L		Tim	8/19

Gaynetco, Inc.
10416 N.E. Marx
Portland, OR 97220

SHIP TO:
Chamelton Eng SIG Job Yard Btwn 6 & 7th
Same @ 6th & Wash ~ High
Eugene

FILLED BY
LOADED BY
DELIVERED BY

RECEIVED
MAY 16 1986
COMMISSION RVICES
DEPARTMENT OF TRANSPORTATION

SHIPPED	DESCRIPTION		WEIGHT
	JOB: Wash - High Sign FTG		
	ODOT # 10060		
	FABRICATED REINFORCING STEEL		856
	WIRE MESH		
	PER:		
	Complete Job		
	Roy A. Graham Jr ES&G	#4	171
		#5	81
	GRADE 60	#8	604
	MAX. LENGTH 13-6		
	NO. TAGS		
	TOTALS →		856

	DTL. SH. POS.	DTL. SH. REPRO.	DWGS POS.	DWGS REPRO.
APPR.				
FILE				
JOB				
BILLING				
OTHER				
TOTAL				

RETURN HTS. FOR ☑ LETTER ☐ FILE
TYPE ODOT
DIST. C.C. TO

NO.	GRADE 40	HEAT NO.	[✓ GRADE 60]	HEAT NO.
2				
3				
[✓ 4]			171	
[✓ 5]			81	
6				
7				
[✓ 8]			604	
9				
10				
11				
14				
18				
			856	

It is agreed that the Terms and Conditions which appear on the reverse hereof apply to and govern all sales by Farwest to the above designated purchaser.

Signature

OFFICE CONTROL

1. Terms of Payment. Net cash within 30 days, or one-half of one percent discount, if paid in full by the 10th of the month following the month in which the invoice is dated. Cash discount is not applicable to freight and will not be allowed on freight charges.

All past due accounts shall bear, and Buyer agrees to pay, a service charge of one and one-half percent per month from due date.

Should suit, action or other proceeding be instituted to collect any amount due to Farwest, the prevailing party shall be entitled to recover from the other party reasonable attorney fees in both trial and appellate courts.

2. Basis of Sales – Invoices. All materials and goods shall be invoiced in accordance with Farwest's published schedule of weights, areas, size and lengths, and all weighting will be by theoretical weight of ASTM, which shall govern all settlements.

All quotations, oral or written, are subject to prior sale unless otherwise specified in writing by Farwest.

3. Shipments and Payments. All shipments and deliveries shall be at all times subject to the approval of Farwest's credit department. If the Buyer fails to make any payment in accordance with the terms hereof, or defaults in the performance of any other obligation owing to Farwest, Farwest may, at its option, and in addition to any other right or remedy, defer shipments under any contract with Buyer, or cancel same, or stop in transit, except on satisfactory assurance of performance and payment, including, without limitation, security or additional security, or of cash before or on delivery, and all other rights in this regard provided for by the Uniform Commercial Code of the State of Oregon.

4. Delays and Deliveries. Farwest shall under no circumstance be responsible or liable for failure to fill any order or orders when due to: fires, floods, riots, strikes, mill shortages, freight embargoes or transportation delays, shortages of labor, fuel or power, inability to secure materials or supplies at current prices or on account of shortages thereof, acts of God or of the public enemy, any existing or future laws or acts of the federal or of any state government affecting the conduct of Farwest's business or due to any other cause beyond Farwest's reasonable control, whether affecting the procurement, production or transportation of the particular order.

5. Title – Risk of Loss. Title to all goods shall remain in Farwest until payment in full is made by Buyer. Risk of loss or damage to goods and materials shall be upon Buyer upon delivery by Farwest to the carrier, F.O.B. shipping point.

6. Inspection – Claims. Buyer agrees to prudently and carefully inspect material against shipping papers upon delivery and unloading at destination. No claims for shortages or damaged material will be valid or recognized by Farwest unless written notice specifying in detail the nature and extent of such shortage or damage is mailed to Farwest within five (5) days from the date of delivery accompanied by original freight bill, with notation on the face thereof by the authorized agent of the carrier as to the items and quantities short or damaged. When delivery is by Farwest truck, all claims for shortages and damaged material must be mailed to Farwest on date of delivery. Farwest will in no way be responsible for or liable for any incidental or consequential damage or commercial loss of any type or nature by reason of such shortage or damaged materials.

7. Limited Warranty. Farwest warrants only to the original purchaser (Buyer) that the materials and goods shipped under any order conform to the description on the face thereof, subject to tolerances and variations consistent with usual and customary trade practices, and warrants title. Except for title, there are no warranties which extend beyond the description in respect to the materials, AND THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS, IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE, AND NO EXPRESS OR IMPLIED WARRANTIES EXCEPT AS ABOVE STATED SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST UNLESS EXPRESSLY MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST.

Should any items supplied by Farwest fail to conform to the description, FARWEST'S LIABILITY SHALL BE LIMITED TO REPAIR OR REPLACEMENT OF THE ITEM OR REFUND OF THE PURCHASE PRICE, at Farwest's option, if: (1) Buyer gives Farwest written notice specifying in detail the nonconformity or defect within ten (10) days from the date of delivery; (2) Farwest's inspectors, at Farwest's warehouse, determine that the items in fact are nonconforming or defective; (3) Buyer shall within ten (10) days after request return the items to Farwest's warehouse; and (4) terms of payment have been fully met. The foregoing shall be the Buyer's sole and exclusive remedy, whether in contract, tort or otherwise, and Farwest shall not in any event be liable for loss or damage arising out of the use of or the inability to use the items or for any incidental or consequential damage or commercial loss of any type or nature.

8. Taxes. All prices quoted by Farwest are exclusive of all city, state and federal excise taxes, including, but without limitation, taxes on manufacture, sales, receipts, gross income, occupation, use and similar taxes.

9. Remedies. All purchases from Farwest shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties shall be governed in accordance with the laws of the State of Oregon.

10. Agreement of Sale. Any of the terms and provisions of any order by Buyer which are inconsistent with the terms and provisions hereof shall not be binding on Farwest and shall not be considered applicable to the sale or shipment of any items by Farwest, unless expressly agreed to in writing signed by an executive officer of Farwest.

FAB SHOP:
303 SOUTH 5TH
SPRINGFIELD, OREGON

FARWEST REBAR CO.
Eugene, Oregon.

Phone 686-2000
Mailing Address: P. O. Box 889
Eugene, Oregon 97440

CONFIRMATION OF BID TO SUPPLY MATERIALS

TO: GAYNETCO, INC.
10416 N.E. MARY
PORTLAND, OR 97220

(Contractor)

DATE 08/12/85 **BID NO.** E850597
PROJECT WASHINGTON ST.-HIGH ST. SIGN
LOCATION EUGENE, OREGON
OWNER
ENGINEER
ARCHITECT O.S.H.D.
PLANS DATED
ADDENDA NONE **ACKNOWLEDGED**

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☒ **Bid Confirmation**

☐ **Revision of Confirmation**
Dated ...., 198__.

Estimated Quantity APPROX: 854 LBS

Estimated Start of Project Aug '85
Estimated Completion of Project Aug '85

BID CONFIRMATION

REINFORCING STEEL FABRICATED IN ACCORDANCE WITH THE FABRICATION REQUIREMENTS OF THE PLANS AND SPECIFICATIONS FURNISHED F.O.B. TRUCK JOBSITE

APPROXIMATELY: 854 LBS

LUMP SUM $245.00

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1. All deliveries hereunder shall be F.O.B. truck jobsite. Unloading shall be at the expense of Contractor. Freight shall be at common carrier rates now effective. If this quotation covers rebar in excess of 10,000 lbs., deliveries will be made in minimum 10,000 lb. quantities. If rates increase during performance, such freight increases shall be paid to Farwest Rebar Co. Should deliveries be called for by Contractor in lesser quantities, Farwest Rebar Co. shall be paid for such excess freight cost at common carrier rates.

2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

4. **Details and Shop Drawings.** Reinforcing details will be supplied by Farwest Rebar Co. Placing plans will be furnished if required. If the aforementioned are approved by Contractor, architect or engineer, they shall be considered as a correct interpretation of the material to be furnished and all dimensions in respect thereto. Farwest Rebar Co. assumes no responsibility for design when it prepares such drawings from design or structural drawings furnished by other parties. Farwest Rebar Co. does not provide professional engineering services. Farwest Rebar Co. shall not be required to fabricate rebar or other materials until it receives written approval of its detailed drawings from the Contractor, architect, engineer, or other authorized person. In case of emergency or if Contractor demands fabrication or delivery prior to receipt by Farwest Rebar Co. of such written approval, Farwest Rebar Co. shall not in any manner be liable or responsible for failure of such fabricated rebar or materials to meet the needs or requirements.

BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described herein, or at any other time requested by Farwest, written confirmation from the prime contractor and its bond underwriter or surety that Farwest Rebar Co. is expressly protected by and entitled to receive payment, upon giving or filing any statutory notice of nonpayment, of all amounts to become due to Farwest for performance in connection with the project, under any applicable payment bond which was required or which exists in connection with the project.

PORTLAND, OR 97220

(Contractor)

ENGINEER
ARCHITECT O.S.H.D.
PLANS DATED
ADDENDA NONE ACKNOWLEDGED

In reference to the above named and designated project, we propose to furnish the following materials in accordance with the terms set forth below and on the reverse hereof. This proposal expressly limits acceptance to the terms stated herein, and any additional or different terms shall be deemed rejected and as a counter-offer only unless expressly agreed to in writing by Farwest Rebar Co. Farwest Rebar Co. shall not be bound hereunder until Contractor executes and returns the acknowledgment copy hereof, and no other form of acceptance is permitted and no other form of acceptance shall in any manner or form bind Farwest Rebar Co.

☒ **Bid Confirmation** ☐ **Revision of Confirmation**

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2. This quotation is based upon the quantities and time of performance set forth above. If additional materials are provided by Farwest Rebar Co. or additional time of performance is required, the price therefor shall be equal to all costs of Farwest Rebar Co. in providing the same, plus a reasonable profit allowance, not limited to the original quotation set forth above.

3. THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR USE OR PURPOSE EXCEPT AS SPECIFICALLY SET FORTH HEREIN, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION SET FORTH ABOVE OR ON THE REVERSE HEREOF.

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BONDS: In the event Contractor is not the general or prime contractor on the project, Contractor agrees at its sole cost and expense to obtain and deliver to Farwest Rebar Co. prior to the delivery by Farwest of any goods described herein, or at any other time requested by Farwest, written confirmation from the prime contractor and its bond underwriter or surety that Farwest Rebar Co. is expressly protected by and entitled to receive payment, upon giving or filing any statutory notice of nonpayment, of all amounts to become due to Farwest for performance in connection with the project, under any applicable payment bond which was required or which exists in connection with the project.

ALL OF THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THOSE CONTAINED IN THE SUBCONTRACT ENCLOSED, IF ANY, ARE INCORPORATED HEREIN AND MADE A PART OF THIS DOCUMENT.

If acceptance is not received by Farwest Rebar Co. within the time limit specified in Section 5 hereof, this quotation shall not be binding on Farwest Rebar Co.

FARWEST REBAR CO., A CORPORATION

By ____________________
ROBERT H. KRISTENSEN

If this quotation covers materials f.o.b. truck jobsite in excess of $25,000.00, it must show approval of a corporate officer to be binding on Farwest Rebar Co.

ACCEPTED ____________________

BY ____________________

DATE ____________________

RB-3

TERMS AND CONDITIONS

1. **Terms and Application of Payment.** Selling terms are one-half of one percent discount if paid in full by the 10th of the month following the month in which the invoice is dated and the gross amount of the invoice is due and payable within 30 days from invoice date.

Service charges will be charged by Farwest, and Buyer agrees to pay the same, at the rate of two percent (2%) per month on all invoices not paid within the selling terms. Service charges will be charged for the number of days beyond selling terms and will be invoiced on a monthly basis for the number of days the invoice remained unpaid in the previous month. Service charges not invoiced and shown on a particular month end statement will be invoiced during the following month and shown on the following month end statement.

Payment will be applied by Farwest in accordance with CUSTOMER INFORMATION SHEET.

All materials shipped from warehouse shall be invoiced in accordance with our published schedule of weight, areas, bundles and standard lengths, which shall govern all settlements.

2. **Claims, Warranties.** All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

Risk of loss to materials shall rest with Contractor after delivery by Farwest Rebar Co. to carrier at f.o.b. shipping point. Title to materials shall be and remain in Farwest Rebar Co. until payment is made in full.

3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whether affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant

Warranties. All new material furnished hereunder is warranted against any defect in materials or workmanship, providing claim therefor is made in writing within the time limits set forth herein. Farwest Rebar Co.'s obligation on any claims is limited to replacement or repair of the defective part or material f.o.b. Eugene, Oregon, and only after return to Farwest Rebar Co. at its warehouse of the claimed defective part or material. Except as above stated, Farwest Rebar Co. will not be liable for any loss, injury or damage to persons or property resulting from failure or defective condition or operation of any material or equipment furnished hereunder or delay in performance of this agreement, nor will Farwest Rebar Co. be liable for direct, indirect, special or consequential damages of any kind sustained by you from any cause. This writing expresses the entire agreement between us, and no other agreement, statement or representation shall be binding unless reduced to writing, signed, and approved as provided below.

Contractor shall and agrees to prudently and carefully check and inspect material against shipping papers upon unloading at destination. When delivery is by common carrier no claims for shortages or improper, defective or damaged material will be valid or recognized by Farwest Rebar Co. unless written notice specifying in detail the nature and extent of such shortage, defect or damage is mailed to Farwest Rebar Co.'s office within five days from date of delivery, accompanied, in case of claim for shortage or damage, by original freight bill, with notation on the face thereof by the local and authorized agent of the carrier as to the items and quantity short or damaged. In case of dispute as to weight, scale weights shall be binding and conclusive on all parties. When delivery is by Farwest Steel Corporation truck, all claims for shortages and damaged materials or goods must be mailed to Farwest Rebar Co. within 72 hours of the date of delivery. Upon receipt of the above notice or notices, and confirmation and substantiation of same, Farwest Rebar Co. agrees to replace such shortages and such materials which are not in accordance with the description thereof contained on the front hereof. In no event will Farwest Rebar Co. pay or be liable for any claims resulting from use of improper, defective or damaged material by Contractor, and no claims will be valid, recognized or allowed on account of any purchases or returned material unless authorized by Farwest Rebar Co. in writing. Farwest Rebar Co.'s obligation under this paragraph shall be limited to replacement, and in no event shall Farwest Rebar Co. be liable for consequential or special damages, or for transportation, adjustment, or other expenses which Contractor may claim in connection therewith.

As a material part of the consideration of this agreement, and without which it would not otherwise be made, it is agreed that no claim for defective workmanship will be valid or recognized by Farwest Rebar Co., and Contractor agrees that all such claims shall be automatically waived, unless written notice thereof is delivered to Farwest Rebar Co. within three days of delivery of such goods or materials to the jobsite, specifying in detail the nature and extent of the defective workmanship. No claim or demand for any latent defect in the goods or materials delivered or any property damage or personal injury in connection therewith shall be valid unless such claim or demand shall have been delivered in writing to Farwest Rebar Co. within one year from the date of delivery. Any article proving defective with ASTM standards will be replaced, but no claim for damage will be valid or allowed. If quantities ordered vary from quotation, and same is consented to by Farwest Rebar Co., a quantity differential may be applied by Farwest Rebar Co.

If any claim against Farwest Rebar Co. shall arise or accrue by reason of performance or claimed non-performance, such claim shall be made as herein provided. Any valid claim against Farwest Rebar Co. shall constitute a separate right of action, and acceptance of this Document or acceptance of delivery of materials pursuant to the terms hereof shall constitute an express waiver of all rights of offset or recoupment against all sums to be paid to Farwest Rebar Co.

THE ABOVE WARRANTY IS EXPRESSLY MADE IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED OR STATUTORY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE OR USE AND NO IMPLIED WARRANTIES, WHETHER OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR OTHERWISE (EXCEPT AS TO TITLE) SHALL APPLY TO GOODS OR MATERIALS SOLD BY FARWEST REBAR CO., AND NO WAIVER, ALTERATION OR MODIFICATION OF THE FOREGOING SHALL BE VALID UNLESS MADE IN WRITING AND SIGNED BY AN EXECUTIVE OFFICER OF FARWEST REBAR CO., A CORPORATION.

Risk of loss to materials shall rest with Contractor after delivery by Farwest Rebar Co. to carrier at f.o.b. shipping point. Title to materials shall be and remain in Farwest Rebar Co. until payment is made in full.

3. **Delays.** Farwest Rebar Co. shall not be responsible or liable for failure, delay or default in shipment due to causes arising from strikes, mill shortages, accidents to machinery, fire, earthquakes, floods, riots, freight embargoes or transportation delays, inability to secure materials or supplies at current rates, any existing or future law or act of federal or other governmental agency affecting the conduct of Farwest Rebar Co.'s business, war measures of the United States or other governmental interference or embargo, shortage of labor, fuel, power or other contingency beyond Farwest Rebar Co.'s control, whether affecting the procurement, production, loading, transporting, or delivering of material covered herein.

4. **Addenda.** The within bid quotation is based upon information provided by the plans and specifications and addenda as listed herein. Farwest Rebar Co. does not assume liability and will not furnish material required by addenda or changes to the plans not acknowledged on the front of this form, except to the extent provided for in and by the subcontract form, if any, furnished herewith.

5. **Acceptance.** This bid quotation is valid for acceptance in accordance with the terms herein for a period of ten days from date hereof unless otherwise noted herein.

6. **Subsequent Agreements.** No purchase order or other agreement relating to delivery of material shall be binding on Farwest Rebar Co. until and unless such purchase order or agreement is signed by an officer or other authorized agent of Farwest Rebar Co. and approved as to form by counsel of Farwest Rebar Co. No such purchase order or other agreement shall impose on Farwest Rebar Co. obligations more onerous than or inconsistent with this quotation.

7. **Offset.** No sums due Farwest Rebar Co. resulting from this project or resulting from deliveries made pursuant hereto may be offset or in any manner otherwise applied by Contractor for obligations or alleged obligations of Farwest Rebar Co. to Contractor in connection with dealings or transactions (whether prior or concurrent) between or involving Farwest Rebar Co. and Contractor unless such offset or other application is expressly consented to in writing by the President of Farwest Rebar Co.

8. **Retainage.** No retainage of payment to Farwest Rebar Co. shall be allowed or permitted without the express written consent of the President of Farwest Rebar Co.

9. **Change Order.** If a change in the plans is required by Contractor or any other person, no steel or other material for such change shall be fabricated or delivered until the written change order is received and accepted by Farwest Rebar Co.

10. **Lien Rights.** Farwest Rebar Co. expressly retains all rights to record and foreclose liens on or to make claim or demand on any applicable bond as Farwest Rebar Co. may deem necessary or prudent.

11. **Remedies.** Except as otherwise stated herein, all purchases from Farwest Rebar Co. shall be governed by the Uniform Commercial Code of the State of Oregon, and all rights and remedies of the parties and all other matters relating hereto shall be governed in accordance with the laws of the State of Oregon.

jc

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMIN ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-3(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 1, 1986

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Washington St. - High St. (6th & 7th Sts. Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Furnish 5" Caliper trees

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/1/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of City of Eugene forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $1,800; Federal Funds $1,587.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL A Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

April 10, 1986

AGR

City of Eugene
City Hall
Eugene, OR 97401

Attention: Karen Goldman
City Recorder

MISC CONTRACTS and
AGREEMENTS No. 7947

Attached for your files is a fully executed copy of a supplemental agreement for improvements to the Washington Street-High Street Section of the Pacific Highway West.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

cgc

Attachment

bc: Gary Potter W/Agreement

10.060 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-3(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 4, 1986

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Washington St. - High St. (6th & 7th Sts Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/20/86 we approve the Program Change to:

1. Appn. Code: Add 010 and 110
2. Credit: Appn Code A95 and 195
   Debit: Appn Code 010 and 110
3. Change project prefix letters from FF to F

RECEIVED
STATE HWY ENGR
APR 9 '86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
4/9

14. DATE 4/8/86

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,160

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

2141 E. 15th
Eugene, OR 97403

In Reply Refer to
File No.:

April 2, 1986

Washington St.-High St. (Eugene)
Pacific Highway West
Lane County
C10060

Re: Damaged Sidewalk 6th @ Lincol

Herbert L. Large
1151 Lorane Highway
Eugene, OR 97405

Dear Sir:

In response to your letter of March 20, 1986, I investigated the sidewalk in question and have found there is obvious recent damage. The contractor will be directed to repair that portion damaged by vehicular traffic.

However, as you are aware, there is approximately 50 feet of sidewalk in poor condition. This would be an opportune time to bring this section into good condition. If you contact the contractor, he would most likely give you a good price to replace the rest of this section. The contractor for this project is: Eugene Sand & Gravel, PO Box 1067, Eugene, OR 97440. Please call 686-7637 if you have any questions.

Very truly yours,

Charles F. Hemenway
Charles F. Hemenway
Project Manager

CFH:dw
cc: Region
W.E. Schwartz ✓
file

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 4 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

734-1839

#10,660 -

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

March 31, 1986

In Reply Refer to
File No.:

Mr. Herbert L. Large
1151 Lorane Hwy
Eugene, Oregon 97405

NOTED
W. E. SCHWARTZ

Dear Mr. Large:

Thank you for your letter informing us about the damage that occurred to your sidewalk in Eugene. The project engineer and I inspected the site on March 28, 1986, and it is clear that four sidewalk panels were recently damaged.

I have instructed the project manager to have these four panels replaced. This work will be done in April. I hope this construction project has not caused you inconvenience.

Sincerely,

W. J. Quinn

W. J. QUINN
Region Engineer

wjq:cjb

cc: W. E. Schwartz
C. Hemenway

RECEIVED
STAT HWY ENGR
APR 1 '86
REFER TO
FOR

Info	Inves	R/O	D/R	Sgn	Act	File

March 20, 1986

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Wash. St.-High St. (Eugene)
Pacific Highway West
Lane County
FFR-3 (15)

I own the unimproved property at the SW corner of 6th and Lincoln, Eugene. You purchased 702 square feet for the widening project.

The sidewalk on the Lincoln Street side is breaking up with the continued use of that side as a driveway. I have seen State, City, Eugene Water & Electric Board, Northwest Natural Gas Co., Contractors, and others using the lot for parking. Tuesday the planting contractor was driving over the walk.

The walk should be replaced.

Yours truly,

Herbert L. Large

Herbert L. Large

1151 Lorane Hwy
Eugene, Oregon 97405

3-25-86
Bill Quinn — pls investigate, take positive action and reply direct w cy to Schwartz
Due April 2, 1986

Investigator on 3/28 w/ Hemenway

NOTED
W. E. SCHWARTZ

ROSEBURG REGION
RECEIVED
MAR 25 1986

	RLE	RME	RUS	FAS
RCS		ATR	T	RSR
RPR		RBI	RAS	AA

RECEIVED
STATE HWY ENGR
MAR 21 '86
REFER TO
GIX
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 20, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Designated Priority Primary Routes
Program Change

Project No.	Project Name	County
FF-1(34)	Scappoose S.C.L.-Mult. Co. Line Sec.	Columbia
FF-F-1(36)	Columbia City N.C.L.-Warren Sec.	Columbia
FF-1(39)	Scappoose S.C.L.-Mult. Co. Line Sec.	Columbia
[redacted]	Washington St.-High St. (6th & 7th St., Eugene)	Lane
FFR-7(15)	Old Oregon Trail-Island City Sec.	Union
FFR-BRF-19(7)	Umatilla R. (Riverside) Br. & UPRR O'xing Sec.	Umatilla

In response to your letter of March 14, 1986, I am requesting the following actions to correct the use of appropriation codes 195 and A95.

I request your approval of program changes to the above listed projects. These projects were mistakenly programmed to appn codes 195 and/or A95. This change will require the following revisions:

1. Appn Code Add 010 + 110
2. Credit: Appn Code A95 and/or 195
   Debit: Appn Code 010 and/or 110
3. Change project prefix letters from FF to F.
4. Adjustment of PE costs to reflect more accurately the scope of work on F-1(34) project. See attached justification and breakdown of costs.

Approval of this request will involve revisions in financing as indicated on enclosed copies of revised project agreement estimates and modification of project agreements (PR-2A).

RLC:me
Encl.
cc: Accounting
General Files

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO

1-23-??

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 16, 1985

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Washington St. - High St. (6th & 7th Sts. Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Installation of thermoplastic pavement lines and arrows and type I and II pavement markers.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8-16-85 as requested in Mr. Fredrickson's letter as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $31,000.00; Federal Funds $27,326.00.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Orig to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,060

Eoff

SERVING CONTRACTORS, OEM'S, UTILITIES AND INDUSTRIAL CUSTOMERS SINCE 1919.

☐**Portland**
509 N.W. 10th Avenue
P.O. Box 2828—97208
(503) 222-9411

☐**Salem**
P.O. Box 709—97308
(503) 363-9251

☐**Eugene**
556 Charnelton
P.O. Box 10828—97440
(503) 342-1277

☐**Vancouver**
808 Harney Street
P.O. Box 407—98666
(206) 694-7504
(503) 226-6200 (Portland)

☐**Bend**
1304 S.W. Hill
P.O. Box 43—97701
(503) 388-1544

December 10, 1985

10,060

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Gentlemen:

Please be advised that our firm will be delivering materials to the project known as OSHD - Washington St., C. Eugene, Grading, Paving, Signing, Illumination, signals and landscaping project located at Eugene, Lane County, Oregon 97440 on order of our customer, Hamilton Electric. This is not a claim against any bond associated with the project, but rather merely a notice that we are involved with the project and would claim against the bond with Eugene Sand & Gravel as principle and Kingrey, Price & Duyck as surety in the event we were not paid for the materials we furnish.

Please be assured that this notice is not intended to reflect adversely upon yourself, our customer, or any other person or business associated with the project. This is simply something which our corporate attorney requested we do on all projects and, I think you will agree, something which is merely a good business practice.

In closing, let me convey to you our firm's thanks for your patronage and our hope that you will be pleased with the materials that we will be supplying. If you have any questions regarding this notice, please feel free to contact me at 399-9776.

Thank you again.

Sincerely,

EOFF ELECTRIC COMPANY, INC.

Raymond M. Ramsay

RMR:sk
cc: Hamilton Electric
Eugene Sand & Gravel
Kingrey, Price & Duyck
CERTIFIED MAIL NO. P 071302442

RECEIVED
DEC 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec

N

September 26, 1983

City of Eugene
City Hall
Eugene, OR 97401

AGR

Attn: Karen Goldman
City Recorder

MISC. CONTRACTS and
AGREEMENTS No.______

Attached for your records is a fully executed copy of a supplemental agreement modifying the project boundaries and clarifying responsibility for preliminary engineering on the Washington Street-High Street Section of the Pacific Highway West.

We have retained a fully executed copy of this agreement for the Transportation Commission's file.

Robert W. Gormsen
COMMISSION SERVICES

FKN:arc

Attachment

bc: Gary Potter (agreement attached)

N

PUBLIC WORKS DEPARTMENT • 858 PEARL • EUGENE, OREGON 97401

City of EUGENE

August 8, 1985

REFERRED TO
NEM Mann .... Cuno .... Henry
.........Dayton ....Eriksen ....Gettis
.........Baker ....Anderson ....
.........King.......Bedford.........Leu.........
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER

Commission approval is required, but it looks like City/Eugene will be doing final plans & preliminary specs. They could be ready for 3/86 letting, however, we'll have to see what comes out of 6 yr Plan update & Modernization program.

Mr. Bob Poole
Location Engineer
Oregon State Highway Division
Transportation Building
Salem OR 97310

RE: CONTRACT #7847, ENGINEERING OF 6TH & 7TH AVENUES FROM WASHINGTON TO GARFIELD STREETS

The City requests that the existing contract #7847 for preliminary design of 6th Avenue and 7th Avenue from Washington to Garfield be amended to include:

1. Final design;
2. Final contract drawings; and
3. Preliminary technical specifications

This would enable the City to complete the plans and specifications by this fall, so the State could finalize the contract documents and bid the project in early 1986.

We view this process as very similar to the one the City and State have followed in the past on our FAU projects. In addition, we would propose that the construction engineering might be accomplished in the same manner, with the State having overall responsibility for contract administration, and the City performing the field surveying and inspection. This determination can be made at a later date.

Your early reply would be appreciated in order to define the scope of our work.

Very truly yours,

Christine F. Andersen

Christine F. Andersen, Director
Department of Public Works

wedgceng

cc: ~~Duane~~ Christensen
Jim Gix

1 RDE Don
2 FDE RK
LE
SE
FPO
PDE
LFE
GTE
RECEIVED
AUG 13 198[illegible]
ROAD DESIGN SECTION
Copy All
Return To......
B/U..../..../....

8/14/86
Rick — Bob Pool has set up a meeting with Eugene for 10:30 Friday Aug 16 Don

jc cc: OSHD (Coulter)

N

U.S. Department of Transportation
Federal Highway Administration

STATE COPY INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Bill Quinn and Chuck Hemenway; OSHD			
DATE OF INSPECTION 7/18 & 23/85	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. FFR-3(15)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 11%	WORK COMPLETED 25 %

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
Fredrickson
FOR
Info | Ansr | D/R | Sign | Act | File

cy
8/6

WASHINGTON ST. - HIGH ST.
PACIFIC HIGHWAY WEST
Grading, Paving, Signing, Signals, Illumination & Landscaping

Work to be completed under this project consists of the construction of roadbed grading; cement treated base; asphalt concrete pavement; concrete sidewalks, driveways and curbs; installation of illumination poles, luminaires and conduit; furnishing and planting trees and ground cover, and other incidental work common to this type of project. A contract in the bid amount of $1,972,194.80 was awarded Eugene Sand & Gravel, Inc., on June 4, 1985. Work began on the project on June 15, 1985.

To date approximately 55 percent of the grading, 15 percent of the base and 8 percent of the paving (base lift only) has been completed. The cement treated base and base lift of paving has been completed on the south side of 7th Avenue. Excavation has been completed on the north side of 6th Avenue and the cement treated base placed under the curbs. The concrete sidewalks and curbs have been constructed along 7th Ave. and the curbs on the north side of 6th Ave. The concrete paving blocks at 7th Ave. and Willamette Ave. are approximately 25 percent complete.

The project manager indicated that all materials incorporated into the work to date have been tested or field inspected in accordance with approved procedures and found to meet specification requirements. A review of test reports covering AC pavement placed to date indicates that the mix is within specifications relative to gradation and asphalt content. The temperature of the mix at the plant has been running at 325° and 270° on the road. No problems have been encountered in meeting the density requirements to date.

(Continued)

Form FHWA-1446A
(Rev. 2-84)

The following changes have been approved or are in the process of being developed:

PA #1	No Cost - Allows contractor to work at night between the hours of 7:00 P.M. and 4:00 A.M. This PA is revokable at any time the safety or welfare of the public is not preserved.
PA #2	$400.00 - Covering "On the Job Training".
PA #3	$5,000.00 - Furnishing and placing geotechnic fabric as needed at $1.00 per square yard.
EWO #1	$27,000.00 - Anticipated Item -Temporary signal and illumination.
SFO #1	$19,325.00 - Anticipated Item - Signal testing and turn on.
SFO #2	Being Prepared - Covers furnishing and placing of permanent pavement markers (will be covered under a PA if contractor furnishes a fair price).

The project manager indicated that very few problems have been encountered to date with the public or business located adjacent to the project. He feels this is the result of the excellent public relations being provided by the City of Eugene. One person has been assigned by the City to work directly with the State and the public on public relations.

- WNB -

10,060

July 2, 1985

Eugene Sand and Gravel, Inc.
3000 North Delta Highway
P. O. Box 1067
Eugene, OR 97440

CON 5

#10,060

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,060 for work on the Washington Street-High Street (Eugene) Section of Pacific Highway West in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
D. W. Greene
Merle Anderson
L. E. George

EUGENE SAND & GRAVEL, INC.

May 28, 1985

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

Department of Transportation
Oregon State Highway Division
State Transportation Building, Room 121
Salem, Oregon

ATTN: Robert Gormsmen

RE: Washington St. - High St. (Eugene) Project

Gentlemen:
As required by Supplemental Contract Provisions, Paragraph 4, please find following, Eugene Sand and Gravel, Inc. documentation of Disadvantaged Business Enterprise participation on the above referenced project.

WOMAN OWNED BUSINESS SUBCONTRACTORS

ANDERSON'S EROSION CONTROL, INC.
PO BOX 205
JUNCTION CITY, OREGON 97448

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
50	FURNISHING AND PLANTING TREES	120 EA	176.00	21,120.00
51	PLANTING 5" CALIPER TREES	6 EA	350.00	2,100.00
52	FURNISH AND PLANT GROUND COVER	8168 EA	0.85	6,942.80
53	SOIL CONDITIONER	110 CY	20.00	2,200.00
54	BARK MULCH	15 UNITS	175.00	2,625.00
			TOTAL	$34,987.80

COLUMBIA CONCRETE SAWING
5462 S.W. PHILOMATH BLVD
CORVALLIS, OREGON 97330

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
9	REMOVE STRUCTURES AND OBSTRUCTIONS (PARTIAL) ASPHALT AND CONCRETE SAWING	N/A	N/A	$13,300.00

P.O. Box 1067 • 3000 Delta Highway N. • Eugene, OR 97440 • Telephone 503-683-6400

GAYNETCO
10416 N.E. Marx
Portland, Oregon

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
31	REMOVAL OF EXISTING SIGNS	L.S.	L.S.	1,200.00
32	WOOD SIGN POSTS	L.S.	L.S.	665.00
33	REMOVE SIGN SUPPORT FOOTINGS	L.S.	L.S.	1,600.00
34	SIGN SUPPORT FOOTINGS	L.S.	L.S.	4,080.00
35	SIGNAL POLE MOUNTS	L.S.	L.S.	2,750.00
36	MOVE AND REINSTALL CANTILEVER SIGN STRUCTURE	L.S.	L.S.	820.00
37	TYPE "AA" SIGNS IN PLACE	150 SF	17.00	2,550.00
38	TYPE "C" SIGNS IN PLACE	170 SF	8.00	1,360.00
39	TYPE "H" SIGNS IN PLACE	4 SF	10.00	40.00
40	TYPE "U" SIGNS IN PLACE	65 SF	14.00	910.00
41	MOVE AND REINSTALL EXISTING SIGNS	L.S.	L.S.	420.00
			TOTAL	$16,395.00
	TOTAL WBE UTILIZATION			$64,682.80
	PERCENT OF CONTRACT AMOUNT			3.28 %

MINORITY OWNED BUSINESS SUBCONTRACTS

MINORITY CONTRACTORS INC.
PO BOX 1573
Medford, Oregon 97501

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
2	TEMPORARY PROTECTION AND DIRECTION OF TRAFFICE (PARTIAL)	L.S.	L.S.	6,550.00
3	TEMPORARY SIGNS	1450 SF	9.00	13,050.00
4	TEMPORARY BARRICADES	38 EA	60.00	2,280.00
5	TEMPORARY PLASTIC SAFETY MARKERS	30 EA	40.00	1,200.00
6	SEQUENTIAL ARROWS	2 EA	4360.00	8,720.00
7	FLAGGERS	1500 HR	15.00	2,250.00

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MINORITY CONTRACTORS INC. (continued)

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
47	SWITCHING, CONDUIT, WIRING, ETC. (PARTIAL)	L.S.	L.S.	94,200.00
48	TRAFFIC SIGNAL INSTALLATION, COMPLETE (PARTIAL)	L.S.	L.S.	49,760.00
			TOTAL	$198,260.00
	TOTAL MBE UTILIZATION			$198,260.00
	PERCENT OF CONTRACT AMOUNT			10.1 %

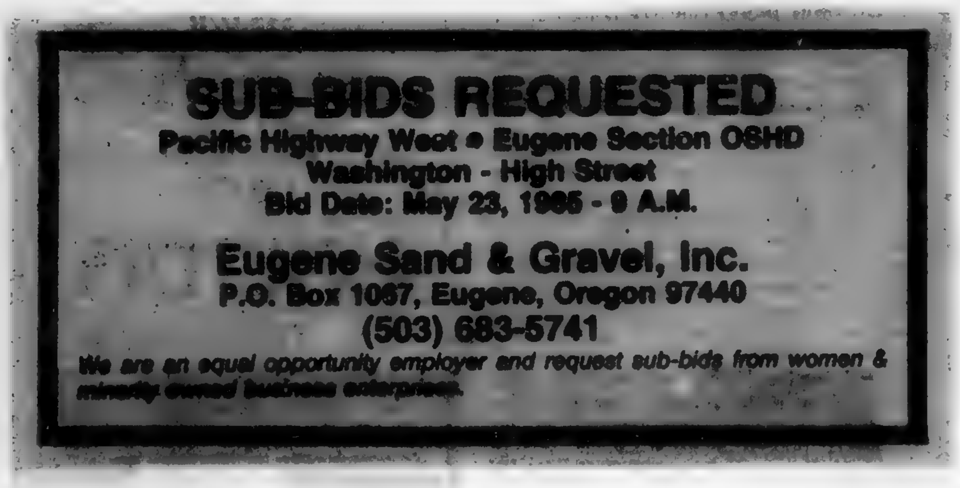
Below please find a copy of our advertisement which appeared in the Daily Journal of Commerce on May 20, 21st and 22nd.

Please contact me with any questions you may have at 683-5741.

Sincerely,

Curt Offenbacher

Curt Offenbacher
Chief Estimator
Construction Department



SUB-BIDS REQUESTED
Pacific Highway West • Eugene Section OSHD
Washington - High Street
Bid Date: May 23, 1985 - 9 A.M.

Eugene Sand & Gravel, Inc.
P.O. Box 1067, Eugene, Oregon 97440
(503) 683-5741
We are an equal opportunity employer and request sub-bids from women & minority owned business enterprises.

CFO/mjh

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,060

CON 21-10,
Eugene
Sign.

ROAD DESIGN-HIGHWAY DES 16

Charles F. Hemenway
Project Manager

July 1, 1985

Richard A. Kuehn, P.E.
Final Design Engineer

Shop Drawing For Anchor Rod Assembly
Washington St.-High St. (Eugene)
Pacific Highway West
Lane County
EA# C10060

Attached are three copies of approved shop drawings for the cantilever sign structure anchor rod assembly for use on the subject project.

Please measure the bolt circle diameter on the existing contilever structure to assure that the bolt circle diameter shown on the drawing is correct. Please advise this office if a discrepancy is found.

AA:mg

Attachments

cc: C. O. Fredrickson
James J. Gix

bcc: Andy Anderson

10,060

CON 21-10
Eugene
-5r

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

Washington St. High St

TO: FILES

DATE: June 27, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 23, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened May 23, 1985 on the following projects:

1. Corvallis-Newport Highway @ 15th Street (Corvallis)
   Corvallis-Newport Highway
   Benton County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

2. Multnomah & Clackamas Counties Seal Project
   Columbia River Highway
   Clackamas and Multnomah Counties
   Pavement Sealing

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Steel Creek Bridge
   Myrtle Point-Sitkum Road
   Coos County
   Grading, Paving and Structure

   Twenty-seven and one-half foot roadway on structure. Grading and paving limited to approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Rejected Bid.

81-129-1387

5. Umpqua River Bridge
Bullock Road
Douglas County
Grading, Paving & Structure

Twenty-eight foot roadway on structure. Grading and paving limited to approaches only.

Same as No. 3.

6. Washington Street-High Street
Pacific Highway West
Lane County
Grading, Paving and Signals

Sidewalks and pedestrian signals will be installed for bicycle and pedestrian use.

7. Project Withdrawn.

8. West Fork Dairy Creek Bridge
Sunset Highway
Washington County
Grading, Paving and Structure

Twelve-foot lanes. Eight-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 3.

9. Project Postponed.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10.060

CON 21-10

nig

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15) Eugene Sp.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon 5-7-85

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-1-85

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

WASHINGTON STREET - HIGH STREET (6th & 7th STREETS, EUGENE) SECTION

11. GENERAL DESCRIPTION OF WORK

Grade, Drain, H-T Pave, Traffic Signals, and Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 4-24-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 1, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,799,887; Federal Funds $2,659,892.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

Orig w/ att. to 5/8

RECEIVED
STAT HWY ENGR
MAY 8 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 5/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,060

Con 21-10
Eugene

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to the File

DATE: March 20, 1985

FROM: W.H. Wakerlig
Program Unit Engineer

SUBJECT: Washington Street-High Street (Eugene)
6th & 7th Streets
Florence-Eugene Highway
Lane County

On March 19 I received a telephone call from a Mr. Jim Saul who indicated he is working on a committee to support the subject project.

We discussed the concepts of modernization and preservation projects i.e., improved capacity vs. resurfacing. Mr Saul told me of a recent editorial in the Eugene newspaper which "guarantees by ODOT that funds are available" for a preservation project without widening. I responded that funds will be available for a modernization project which provides additional capacity if this project receives an affirmative vote at a March 1985 election. I further indicated that if the vote is negative, the funds would be moved to another project identified in the Six Year Program, and funding of a preservation project for this section would have to compete with similar projects on a statewide basis.

Mr. Saul expressed his concern about involving ODOT in a local issue. However, he requested, if necessary, concurrence in the use of my name as source of the above information for a press release on March 20. I concurred with his request.

WHW:bkb
cc: ✓R.N. Bothman
G.A. Potter
J.J. Gix

ag 3-22

To Scott
FYI

RECEIVED
STATE HWY ENGR
MAR 21 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1-125-1387

CCN 21-10 I
[illegible]

January 23, 1985

City of Eugene
City Hall
Eugene, OR 97401

AGR 4-1

Attention: Warren G. Wong
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7847

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a supplemental agreement concerning roadway improvements to the Washington Street - High Street Section of the Pacific Highway West.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

SON 21-10
Eugene
[illegible]

August 6, 1984

City of Eugene
City Hall
Eugene, OR 97401

AGR 4

Attention: Warren G. Wong
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for improvements to the Washington Street-High Street Section of the Pacific Highway West, State Primary Highway No. 1W.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

10,060

CON 21-10
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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15) Eugene

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

1-10-85

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-2-85	Primary 3	Primary 1W

10. GENERAL LOCATION:

WASHINGTON ST. - HIGH ST. (6th & 7th Sts, Eugene) SECTION

11. GENERAL DESCRIPTION OF WORK

Withdraw Construction Authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of January 2, 1985, the construction pahse of the subject project is withdrawn and a TEC of $1,653,851; Federal Funds $1,571,158. Appn Codes 110 and 195 are released from obligation.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
1/15

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/10/85	G. K. Hessner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

December 28, 1984

PRO

The Honorable Carl Hosticka
State Representative
870 Fox Glenn
Eugene, OR 97405

Washington Street-High Street (Eugene)
6th & 7th Streets
Florence-Eugene Highway
Lane County

This will confirm our telephone conversation and add one point of clarification to your recent letter regarding funding for Unit 1 of the 6th and 7th Street widening project in Eugene.

As you may be aware, the Transportation Commission has rejected all bids on this project. The City of Eugene concurs in this decision. We are advised that the City plans to refer the project to the voters in an election in March, 1985. Funding will be available if the project is voted on affirmatively following that election.

If the vote is negative in the March election, funds could be transferred to other units. However, funding of these additional units of Sixth and Seventh Streets would have to compete with other projects on a statewide basis, in the appropriate funding category, identified during the Six Year Highway Improvement Program update process. This update process begins next year.

If you need additional information, please contact me.

L. W. Rulien, Assistant
Director for Administration

WHW:GAP:pf rw

bc: Fred D. Miller
H. S. Coulter
E. S. Hunter
R. N. Bothman
Gary Potter
J. J. Gix

12-11-84

Ed Hiester -

I took a call from Hastica sometime back

He has pretty well outlined what I said except on #2 I mentioned it was also a question of priorities in the 6 yr program and whether another unit made sense if it all couldn't be built.

It would help me to respond if you gave me the current party line

R

CARL HOSTICKA
DISTRICT 40

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ ~~[illegible]~~ 870 Fox Glenn
Eugene, Oregon 97405

1859

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

December 6, 1984

Mr. L.W. Rulien
Assistant Director
Dept. of Transportation
135 Transportation Bldg.
Salem, OR 97310

Dear Mr. Rulien:

I am writing to seek confirmation of our phone conversation of a few weeks back. While I appreciate your positions and think I understand them, it would be helpful to have a record of our discussion. Specifically I am interested in the following issues:

1. Availability of funding for Unit 1 of the 6th and 7th Street widening project. I understand that state and federal funds would not be lost if the project were delayed pending a public vote. I also understand that you have concern about the stability of bid prices if the project is delayed.

2. Transference of funds to other Units if Unit 1 is not built. I understand that funds could be made available for other Units if a transportation improvement would result.

Thank you for all the effort you have expended on this issue. It is obviously a major concern for people in this part of the State and hopefully we can find a satisfactory resolution. I appreciate your patience and help.

Yours,

Carl Hosticka
State Representative

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO Soltis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
DEC 10 1984
OFFICE OF ADMINISTRATION

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ✓
DEC 13 1984
REFER TO Hank pls. R/D
[✓ R/D] ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

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Versteeg
Anderson
3 Kuehn Adams
Macnab
Edwards
2 Pool 8
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Wheels

RECEIVED
JAN 2 1985
ROAD DESIGN SECTION

1 Ovan Oor
Do Not File
Return To
Bring Up
Action

cy D.O. Christensen
Jim Gix

December 20, 1984

MEMORANDUM

TO: Interested Parties

FROM: Planning Department

SUBJECT: ESTABLISHMENT OF A DESIGN REVIEW COMMITTEE: 2ND AND 3RD PHASES, 6TH/7TH WIDENING AND RECONSTRUCTION PROJECT

This to file
Garfield-High
Lane Co.

The Eugene City Council has directed staff to establish a Design Review Committee to work with local, state and federal staff on the 2nd and 3rd phases of the 6th/7th Widening and Reconstruction Project. Building on the work of the Design Review Committee for the first phase (between High and Washington Streets), the new committee will work with preliminary design plans for improvements between Washington Street and Garfield Street.

copy
#10,279

The first stage of the committee's work will involve reviewing preliminary design plans to determine the effects of the widening and reconstruction on existing street trees that could be defined as Historic Street Trees under the recently passed charter amendment.

As part of this stage, the city will be holding a staff hearing to inform interested members of the community about the results of the preliminary engineering for the project. Following that, the Design Review Committee will meet to review the preliminary design in order to reach agreement on an alignment that can be submitted to voters in time for the March 26th election.

If the widening and reconstruction of 6th and 7th Avenues is approved by the voters in the March election, the Design Review Committee will reconvene to deal with aspects of the design other than its effect on historic street trees.

The Design Review Committee for phases 2 and 3 will once again consist of seven members: one each from the Westside and Whiteaker neighborhoods which border the project; two representatives from the local design community, with landscape architectural or architectural experience and education; one member from the business community; and one each from the Planning Commission and City Council.

Applicants representing the design community or the business community should contact the City Managers Office, Room 105, City Hall, 687-5010. They will be asked to fill out the one-page Application for Appointment To Advisory Boards and Commissions and return it to the manager's office by Friday, January 11th, 1985, at 5 p.m. Committee members will be appointed by the Mayor and confirmed by the City Council at the January 16th City Council meeting. The first Design Review Committee meeting will be at noon, January 25th, 1985.

plpdss2a

RECEIVED
DEC 27 1984
Environmental Section

P. S[illegible]ER

10060

Con 21-10
Eugene St.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 19 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

7. DATE AUTHORIZATION EFFECTIVE 10/3/84

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Washington Street - High Street (6th & 7th) Eugene

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's 10/11/84 letter this will confirm the advance approval date of 10/3/84 for the following program changes:

1. Appn Code - add 195

2. Class of Federal Funds - Add consolidated primary

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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2 ON 21-10
Eugene
-3p

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: October 11, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. FF R-3(15)
Washington St.-Highway St. (6th and 7th Sts. Eugene) Sec.
Pacific Highway West
Lane County

I request your approval of a program change to joint finance the subject project utilizing consolidated Primary funds (Appn Code 195) to supplement Primary System Resurfacing funds (Appn Code 110). This change is requested since insufficient Appn Code 110 are available to cover the project.

This change will require the following revisions in project data:

1) Appn Code --- Add 195.
2) Class of Federal Funds --- Add Consolidated Primary.

CL:me
cc: J. Peterson
R. Oakes
General Files

Form 734-3122

10,000

Con 21-19
Eugene
Sp

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-10-84

4. PROGRAM NO.

5. ITEM NO. 40020

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 10-3-84

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
WASHINGTON STREET - HIGH STREET (6th & 7th Streets) EUGENE SECTION

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, Illumination & Landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
* ☒ OTHER *(Specify)*

* Anticipated items as shown in your "PS&E" Estimate dated October 3, 1984.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's October 1, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,653,851; Federal Funds $1,571,158.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10-10-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,0658 CCN 91-10

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1 FEDERAL-AID PROJECT NO. FFR-3(15)

2 STATE PROJECT NO. See below

2A COUNTY NAME Lane

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4 PROGRAM NO.

5 ITEM NO 40020

6 TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7 DATE AUTHORIZATION EFFECTIVE 7-20-84

8 FEDERAL ROUTE NUMBER Primary 3

9 STATE ROUTE NUMBER Primary 1 W

10 GENERAL LOCATION
Washington Street - High St. (6th and 7th Sts.) Eugene

11 GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See below

13 REMARKS

As requested by Mr. Potter's letter of 7-6-84 I approve the Program Change adding to the Character of proposed work "Right-of-Way Acquisition" and you are authorized to proceed with all phases of right-of-way acquisition for File number 54043 and 54044 as shown on R/W Map IR-4-836 at a TEC of $30,000 Federal Funds $28,500.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14 DATE 7/20/84

15 SIGNATURE OF APPROVING OFFICIAL John D Wich

16 TITLE for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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[illegible]
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Program Change
Item No. 40020
Project No. FFR-3(15)
Washington St.-High St. (6th & 7th Sts., Eugene) Section
Pacific Highway West
Lane County

I request your approval of a program change on the subject project, to include in the character of proposed work, "Right of Way Acquisition" at an estimated total cost of $30,000 with federal funds of $28,500. The right of way to be acquired consists ofq5 feet strip from four ownerships and does not involve relocation assistance. The enclosed sketch map indicates residences on three of the properties, however, we have been informed the improvements are no longer there.

I further request authorization to proceed with the actual acquisition of the required right of way as outlined in red on the enclosed map.

CL:me
Encl.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

10. [illegible]

CON 21-10
[illegible]
3+

rll

U. S. DEPARTMENT OF TRANSPOR[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FFR-3(15)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40020
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/29/84
8. FEDERAL ROUTE NUMBER Primary 3
9. STATE ROUTE NUMBER Primary 1W
10. GENERAL LOCATION:
Washington Street - High Street (6th & 7th Streets Eugene)
11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $71,000 FF $67,450
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/21/84.

RECEIVED
STATE HWY ENGR
JUL 3 '84
REFER TO
Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

14. DATE 6/29/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,060

Con 21-10
Eugene
Sr

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

Date: June 21, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 40020
Project No. FF R-3(15)
Washington St.-High St. (6th & 7th Sts., Eugene) Sec.
Lane County

Attached data consists of PR-1 forms with project maps, traffic signal warrants and Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $71,000 with an obligation of $67,450 in federal funds (Pub. L 97-424, Sec. 117(c)).

JLG:bkb
Attachments
cc: Jim Gix, Region 3
General Files

Form 734-3122

10,000

CON 21-4
Eugene

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1984

In Reply Refer to
File No.:

LOC 7

TO: INTERESTED PERSONS

ORIGINAL SIGNED BY
FRANK E. TERPIN

FROM: Frank E. Terpin, P.E., P.L.S.
Location Engineer

SUBJECT: Hearing Study Report
Washington Street-High Street
(6th and 7th Avenues) Eugene
Pacific Highway West
Lane County

The hearing study report for the subject section has been completed and approved by the Oregon Highway Division Administration.

The report recommends approval of the Recommended Alternative, with an ultimate roadway as follows: A 46-foot curbed street for 6th and 7th Avenues between Garfield and High Streets. The new roadway would have four travel lanes (6th Avenue: Four lanes westbound; 7th Avenue: Four lanes eastbound), curbs, sidewalks, landscape strips, and traffic signals.

Copies of the report are available for review and copying at the following Highway Division offices and the Eugene City Hall:

Department of Transportation
General Files
Room 125 Transportation Bldg.
Salem, OR 97310

Location Office
Highway Division
Room 200 Transportation Bldg.
Salem, OR 97310

Project Managers Office
D. W. Greene
1849-1/2 Garden Avenue
Eugene, OR 97403

James J. Gix
Region 3 Engineer
1523 S.E. Cobb Street
Roseburg, OR 97470

Larry R. Asburry
District 5 Engineer
2141 15th Avenue East
Eugene, OR 97403

Eugene City Hall
R. A. Keller, Mayor
City Hall
Eugene, OR 97401

bc General Files
James J. Gix
Larry R. Asburry
Al Hansen
Don E. Keyes w/list

FET:JWB:ja

Form 734-3122

"Interested Persons" letter on Hearing Study Report for Washington Street-High Street (6th and 7th Avenues) Eugene was sent to the following:

Stephen Adey
1375 Bailey Ave.
Eugene, OR 97402

William Barber
23561 Vaughn Rd.
Veneta, OR 97487

Bar-n-Dee Trophies
1480 W. 6th
Eugene, OR 97402

Dr. Shawn Boles
105 N. Adams
Eugene, OR 97402

Harold Chapman
51 Chapman Drive
Eugene, OR 97404

Bruce H. Clark
700 Lawrence Street
Eugene, OR 97401

Carol J. Clarke
931 Van Buren
Eugene, OR 97402

Don Ferebee
3395 Buckingham
Eugene, OR 97401

David Filer
235 E. Third Avenue
Eugene, OR 97401

Joseph Fox
340 N. Adams St.
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STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - LOCATION UNIT

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: May 22, 1984

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Washington St.-High St. (6th & 7th Avenues) Eugene
Pacific Highway West
Lane County

Attached is a copy of the study report for the subject section that has been reviewed and approved by the Region 3 Engineer.

Please review the report and, if you concur with our recommendation, please approve the report and return it to me for further distribution.

FET:JWB:ge
Attachment
cc A. L. Hansen

APPROVED
E S Hunter
E. S. Hunter
Date 5-22-84

RECEIVED
TECHNICAL SERVICES
MAY 23 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAY 23 1984
LOCATION
SECTION

81-125-1387

Contains Recycled Materials

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WASHINGTON STREET-HIGH STREET (6TH AND 7TH AVENUES)
PACIFIC HIGHWAY WEST
LANE COUNTY

RECOMMENDATION

The Eugene City Council and the Eugene City Planning Commission with the concurrence of the Oregon Department of Transportation recommends advancement of the Build Alternative for the Garfield Street-High Street Section of the 6th and 7th Avenue Couplet (Eugene), Pacific Highway West in Lane County. The City Council recommendation states that:

1. The findings of the Garfield Street-High Street Draft Environmental Assessment be adopted.
2. The "Build" Alternative (Alternative B) identified in the Draft Environmental Assessment be adopted with the following modifications:
    a. Unit 1, a modified version of Alternative B, will shift the centerline alignment in some areas in order to save some of the large trees.
    b. That Units 2 and 3 will be part of the Build Alternative and will be implemented in the future when funding can be secured.

The following items were considered in the above recommendation:

1. The proposal is identified in the Eugene-Springfield 2000 Transportation Plan; therefore, it is consistent with the county and city zoning plans.
2. The proposal will improve the transportation facility for traffic from Garfield Street-High Street Couplet to downtown Eugene.
3. The Build Alternative is favored by the Eugene City Council and the Eugene Planning Commission.

HEARING SUMMATION

A public hearing was held by the Oregon Department of Transportation at 7:30 p.m. on December 8, 1983 in the Eugene City Council Chambers to receive public and agency comments on the project and on the environmental document. Of the 25 people who testified, 3 spoke in favor of the Build Alternative. The remainder opposed the project on the basis that it would remove the large big-leaf maples along the streets and add further impediments to pedestrian movement. In addition to those who testified orally, 11 letters were received commenting on the project. Of the 11 letters, only one was in favor of the Build Alternative; the remainder, including a petition with 291 signatures, opposed the removal of the trees. Some of the signatures on the petition and several letters were those of persons who testified orally at the public hearing.

In addition to the above testimony, the City of Eugene Planning Commission and the Eugene City Council endorsed the Build Alternative for Unit 1 of the Garfield Street-High Street project, with Unit 2 and Unit 3 to be constructed as funding becomes available.

PROJECT SUMMATION

PURPOSE

The primary purpose of the proposal is to provide an improved east-west route for traffic from Garfield Street to High Street. The new roadway will be widened to provide four lanes on each avenue throughout the proposed section, an increase in capacity of approximately 33 percent.

EXISTING ROUTE

The majority of 6th and 7th Avenues between Garfield and High Streets have an existing roadway width of approximately 34 feet from curb-to-curb, which is striped for three travel lanes. The existing roadway, both 6th and 7th Avenues, experience traffic congestion during peak hours.

NEED

The present roadway will require extensive maintenance in the near future. Sixth and Seventh Avenues have had many pavment overlays in the past and, as a result, the cross slopes are steep and curb exposure has been reduced from the normal 6-7 inches to virtually none, thus creating a drainage runoff problem. The storm drain system is also in need of repairs.

The accident rate for the subject section for the year of 1981 was 7.08 accidents per million vehicle miles, whereas the state's average was 4.83 accidents per million vehicle miles for similar highways.

These undesirable characteristics will all be compounded as future traffic volumes increase.

PROPOSED ALTERNATIVES

Two alternatives (No-Build and Build) have been evaluated for the proposal. Other alternatives were studied in the early stages of the proposal, however, they were not pursued due to the numerous undesirable impacts.

NO-BUILD ALTERNATIVE

The No-Build Alternative would retain the existing three-lane street system and would not involve any major improvements to the road's surface or drainage system. There would be normal maintenance of the existing surfacing.

BUILD ALTERNATIVE

The Build Alternative roadway will be widened to provide 46 feet from curb-to-curb. The roadways will have four travel lanes (6th Avenue: four lanes westbound; 7th Avenue: four lanes eastbound) and sidewalks. The existing signals will be updated with new hardware and controllers; additional signals may be installed at specified intersections. A landscaped planting strip with trees and low ground cover will be included in most places along both sides of 6th and 7th Avenues. Bicycle lanes on 6th and 7th Avenues will not be included. Safer routes exist on parallel streets. The existing right of way width is 66 feet; no additional right of way will be required. However, temporary construction easements will be required throughout the project for the construction of approaches and sidewalk areas.

RECOMMENDED ALTERNATIVE

The design for the recommended alternative for 6th and 7th Avenues between Garfield and High Streets would be the same as previously described for the proposed alternative. The new roadway would have four travel lanes (6th Avenue: four lanes westbound; 7th Avenue: four lanes eastbound), curbs, sidewalks, landscape strips for trees and low growing groundcover, and signals. The existing signals on 6th and 7th Avenues will be updated with new signal hardware and controllers to improve reliability and allow integration into the Metro Signal System. Additional intersections may be signalized to optimize traffic flow.

The portion of the recommended alternative between Washington and Lincoln Streets and between Pearl and High Streets on 7th Avenue will be modified by shifting the centerline to the north or south in order to save as many mature trees as possible. Portions of the recommended alternative on 6th Avenue will also be modified by shifting the centerline to the north or south between Lawrence Street and Charnelton Street to save as many mature trees as possible.

The recommended alternative roadway will have two 11-foot center lanes and two 12-foot outside lanes for a total paved roadway of 46 feet from curb-to-curb. There will also be landscape strips for trees and low ground cover and sidewalks varying in width from 5 to 10 feet all of which will be within the existing 66-foot right of way.

Recommended Alternative alignment changes are as follows:

1. 7th Avenue between Washington Street and Lincoln Street: widen 9 to 9-1/2 feet to the south, and 2 to 2-1/2 feet to the north to preserve room for a 5- to 6-foot sidewalk on the south side and not place sidewalk closer to the existing trees.

2. 7th Avenue between Pearl and High Streets: widen 0 to 8 feet to the north; hold the existing southerly curb line at the intersection of High Street. This alignment shift will preserve most of the existing large trees on the southerly side of the roadway.

3. 6th Avenue between Lawrence and Charnelton Streets: widen from 0 to 5 feet north to provide room for a 5- to 6-foot sidewalk on the southerly side of the roadway.

4. 7th Avenue between Charnelton and Oak Streets: existing curb-to-curb width is 46 feet or more, therefore, additional widening will not be required.

5. 6th Avenue between Olive and Oak Streets: existing curb-to-curb width is 46 feet or more, therefore, additional widening will not be required.

6. Additional alignment modifications will be included in the final design phase of the Garfield Street-Washington Street section to reduce impacts to the mature big-leaf maples along both 6th and 7th Avenues.

ENVIRONMENTAL IMPACT SUMMATION

This portion of the report is intended as a brief summation of the impacts that would be associated with both the No-Build and Build Alternatives. The impacts are thoroughly discussed in the Environmental Assessment Statement for the proposal.

NO-BUILD ALTERNATIVE

The No-Build Alternative, while not having any construction work, will still have several negative impacts, particulary to traffic services. The present three-lane roadway does not have adequate capacity for peak hour traffic movements. This deficiency results in, but is not limited to, the following impacts: congestion during peak traffic hours, a potential for increased accidents, an increase in response time of emergency vehicles, an increase in noise levels from stop-and-go traffic, an increase in air pollution, also from stop-and-go traffic, infiltration of traffic onto other local streets, and an increase in energy consumption.

The severity of the above impacts, as well as others not mentioned, will worsen as traffic volumes increase in the future. The rate of increase will, of course, vary somewhat with each impact.

BUILD ALTERNATIVE

The Build Alternative will improve traffic flow and safety in this major east-west corridor in Eugene. The project will be built within the existing right of way with the exception of minor right of way acquisition at the intersection of 6th Avenue and Lawrence Street and 7th Avenue and High Street for proposed sidewalk areas.

Although 137 trees would have been displaced under the original Build Alternative, many (approximately one-quarter of them) are small enough to be moved and replanted in the new landscape areas. The Build Alternative now includes modifications in alignment to miss many of the large trees, as recommended by the Design Review Committee.

The impacts resulting from the Build Alternative will include, but not be limited to, the following: improved traffic services from increased roadway capacity, reduced increase in air pollution by eliminating most of the stop-and-go traffic conditions, reduction in vehicular energy consumption by reducing congestion and stop-and-go conditions, an improvement in response time of emergency vehicles and reduction in the potential for accidents.

The Environmental Assessment thoroughly evaluates the impacts of the alternatives.

HEARING COMMENTS AND RESPONSES

A public hearing was held by the Oregon Department of Transportation at 7:30 p.m. on December 8, 1983 in the Eugene City Council Chambers to receive public and agency comments on the project and on the environmental document. Twenty-five people testified at the public hearing and 11 written comments were received during the 10-day open period after the hearing.

This portion of the report is a brief summation and response to the comments pertinent to the overall project design.

Comment We are opposed to the cutting of those wonderful old trees on 6th and 7th Avenues to make way for the widening.

Response The selected alternative is a modification of the Build Alternative. The alignment in some areas has been shifted to the north or south where possible to save some of the trees. The alignment shift will be moderate and be consistent with traffic safety. The sidewalks and landscape areas will be adjusted accordingly.

Comment How can trees planted now ever be compared to the large trees that are to be cut? Is there money budgeted for planting and maintenance?

Response No attempt has been made to compare the worth of the existing big trees with that of the proposed new trees. The selected alternative will include landscaped strips on both sides for the full length of the project wherever enough width exists. In areas where new landscape strips are created, a low growing ground cover and street trees 12 to 15 feet tall will be planted. Money is in the budget of the project to cover the cost of the plants and trees, their planting and initial maintenance.

Comment Traffic moves fairly well on 6th and 7th Avenues now.

Response The level of service on 6th and 7th is generally good (level of service "C" or better) with the exception of peak hour traffic, and in the vicinity of 6th and 7th-Jefferson intersections. However, by the year 2000, the level of service will decrease 7th-Jefferson intersections. However, by the year 2000, the (more congestion) under the No-Build Alternative.

Comment Concerns about the impact that the widening will have on access to and parking at existing businesses along couplet.

Response Access will continue to be provided to all properties along the route; however, access points may be consolidated where possible to provide for safer ingress and egress. The widening will be within the existing right of way, therefore, parking at existing business should not be affected.

Comment Question the accuracy of population projections, the traffic volume projections and the industrial development as indicated by the T-2000 Plan.

Response The population projections prepared for the Eugene-Springfield Metropolitan Plan are based on established long-term fluctuations on the growth rate. Historically, short-term decreases in population (as occurred during four years in the 50's) were offset, resulting in a net increase in population for the decade. The present recession has caused similar fluctuations. Portland State University's Center for Population Research and Census prepares population estimates of Oregon's cities and counties. They also develop projections for the counties based on a strict demographic model. Bonneville Power Administration also prepares population projections at a county level. Lane Council of Governments uses an employment model that more closely reflects local conditions. The Lane Council of Governments' projections were used to develop the Metropolitan Plan. The Plan includes development at the West Eugene Industrial Area. The Plan was used to project the traffic volumes on 6th and 7th Avenues for the year 2000.

Comment No widening, just resurface 6th and 7th Avenues.

Response 6th and 7th Avenues have been resurfaced many times leaving the cross slopes very angled (steep) and the curbs having very little exposure which creates a drainage problem. To correct the roadway's condition requires reconstruction, not just another overlay. The reconstruction of the roadway would include new curbs, new storm drains, landscaping and sidewalks.

Comment Improve signal system.

Response Traffic projections for the Build and No-Build Alternatives assumed optimum signal timing. Congestion would still occur with the No-Build in the year 2000. The Build Alternative will include the replacement of signal hardware and controllers with improved equipment at appropriate intersections allowing integration into the Metro Signal System Project. With the additional widening and the improved signal system, vehicles would move through the area with less congestion.

Comment The widening at a major street draws more traffic because of its effectiveness.

Response	Traffic volumes projected for 6th and 7th Avenues for the year 2000 are the same whether the project is built or not. Although the Build Alternate will be less congested and provide better progression than the No-Build, the speed limit will not be raised with the Build Alternative and it would not encourage traffic to shift off of other streets onto 6th and 7th Avenues.
Comment	Increased traffic coursing through the center of Eugene would not enhance quality of life here, and would diminish desirability of neighborhoods adjacent to 6th and 7th Avenues.
Response	Traffic volumes downtown would increase with or without the widening of 6th and 7th Avenues, congestion would be worse with the No-Build Alternative. With congestion on 6th and 7th Avenues with the No-Build Alternative, some traffic would tend to shift to alternate routes such as 5th and 8th Avenues, adversely impacting the neighborhoods there.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

December 8, 1983
7:30 p.m.
Eugene City Council Chambers
777 Pearl Street
Eugene, Oregon

RE: Garfield Street-High Street Section
6th-7th Avenue Couplet (Eugene)
Pacific Highway West
Lane County

MR. JAMES GIX: Good evening, ladies and gentlemen. It is now passed 7:30 p.m. and time for the hearing to begin. My name is James Gix. I'm the Region Engineer with the State Highway Division and my office is in Roseburg.

At this time I'd like to introduce the persons at the head table with me. To my immediate left, and on your right, is Mr. Doug Greene, Project Manager for the Highway Division. Doug's offices are located here in Eugene and he is the Project Manager assigned to this project. On my right, and your left, is Miss Kathy Kubick who is the Environmental Project Manager for this project. Kathy has her offices in the headquarters building in Salem. (There were approximately 40 other persons present.)

At this time I would like to make sure that everyone has had an opportunity to fill out a hearing card. Every person who designates on the card that they wish to make a statement will be heard here tonight. You don't have to make a statement but if you turn in the card, then we'll make sure that we have your address and we can give you a transcript of the proceedings here tonight. Does anybody need a card? If you hold up your hand here, we'll try to get somebody to get to you. Steve, there's some people out here.

This formal hearing tonight covers the design features as described in the Environmental Assessment of what we call the Garfield to High Section of the Pacific Highway West in the City of Eugene. Informal sessions were held in this room with State Highway Division engineering personnel available to discuss the design elements of this section of the highway and the Environmental Assessment.

These hearings are conducted in accordance with the U. S. Department of Transportation Federal-Aid Highway Program Manual, Line 7, Chapter 7, Section 5, dated December 30, 1974.

I would like to add at this time that additional statements or exhibits may be submitted within 10 days from the date of this hearing. These should be sent directly to the ODOT Environmental Section, 412 Transportation Building, Salem, OR 97310. I'll repeat that later. I would also advise you that evaluation of the statements included in the transcript of this hearing information developed concerning the proposed design, will be available for public inspection and copying at the State Transportation Building in Salem.

All of the testimony that is presented tonight and all of the people who present testimony in writing will be considered, and every comment, suggestion and recommendation will be considered in evaluating and making a determination and recommendations to the Transportation Commission.

There may be some of you who were unable to attend the informal session that was held here this afternoon, and there will be my staff up here and other persons who will be available to discuss informally with you after this session.

This project is proceeding according to the Oregon Action Plan and is proposed to be constructed under the provisions of the Federal-Aid Highway Act of 1982. These funds are provided on a sharing basis with 88% Federal Funds and 12% local funds. The Pacific Highway West is part of the Federal-Aid Primary System. At this time, only the section from Washington to High Street is in the approved six-year plan for construction. The draft six-year plan does contain the other two units in the category for further development.

This project is being studied and developed in close cooperation with the City of Eugene Public Works staff, and the City will be holding a series of public meetings to develop and make final recommendation toward final approval of any construction plans. As I understand it, there is a hearing scheduled for the Planning Commission on January 12, 1984, and a hearing before the City Council is scheduled for January 23, 1984.

Because some of you may be more familiar with the hearing process for the City and have not attended a previous Highway hearing, I will go over the agenda a little bit for you. First, I will be asking for a statement from the two staff members present at the head table who will describe the design features and the environmental study for the project.

After that, we will ask people to make their statements in the order that the cards were given to us. Due to the number of people, a reasonable time limit will be set for each statement before the statements begin. We ask that each person address their comments to the project being studied and not other issues concerning other matters in Lane County. We do not intend to debate or to answer questions which will be asked. The question and answer session was at our informal session this afternoon. Any answers to questions asked will appear in the hearing final study report. The reason for doing this is some of those answers will take some study and we want to make sure that there is one right answer given and not some top of the hat answer given at this hearing tonight.

As I said before, we'll avail ourselves for informal questions after the hearing is completed. I'd now like to ask Doug Greene to go ahead and describe the proposal for us. Doug.

MR. DOUG GREENE: Thank you, Jim. The proposal considers improvements to Sixth and Seventh Avenue between Garfield Street on the west and High Street on the east about 1.75 miles. Sixth and Seventh Avenues constitute a one-way couplet for Pacific Highway West through Eugene.

Before describing the proposal, I would like to direct your attention to the maps you received as you entered the room and also the map on the west wall there. The red-colored areas on the map indicate the portions of both streets that will be completely reconstructed. The orange areas indicate the portions that have been recently rebuilt and will only have an asphaltic concrete overlay. The proposed typical section or street widths and traffic signals are also shown.

Most of the existing roadway on both streets has a minimum width of 36 feet between curbs and are striped for three lanes of traffic. In addition, there are planter strips and sidewalks all within the 66-foot right of way.

The proposal, as indicated on the typical section, will be constructed within the existing right of way. There may, however, be need for temporary easements to construct sidewalks and driveways. The improvement will result in a four-lane 46-foot wide curbed street with 12-foot outside lanes and 11-foot inside lanes. The remaining 10-foot area on each side of the street will include a 4½-foot planter strip and a 5½-foot sidewalk or, in some cases, a 10-foot sidewalk.

To complete the above facility, it will be necessary to remove the existing roadway surfacing, curbs and many of the mature trees along each side of the street. The new construction would include new curbs, sidewalks, roadway surfacing, traffic signals and trees in the planter strips. In addition, this construction work would be staged to allow at least two lanes of traffic during construction.

The estimated cost of the total project is $7.2 million; however, the project will probably be constructed in three units: Unit 1 - from Washington Street to High; Unit 2 - from Blair Boulevard to Washington Street; and Unit 3 - Garfield Street to Blair Boulevard. Unit 1 is included in the Six-Year Highway Improvement Program for construction in Fiscal 1984. Units 2 and 3 are not funded or on a construction schedule at this time.

The above descriptions are a brief review of the proposal. Additional project details and impacts are outlined in the Environmental Assessment prepared for the proposal. Copies are available if you have not received one.

MR. GIX: Thank you, Doug. Now I would like to ask Kathy Kubick to describe our environmental statement.

MS. KATHY KUBICK: Good evening. The Environmental Section of the Oregon Department of Transportation prepared the Environmental Assessment on this project. I hope that you have had a chance to read it. The Environmental Assessment contains a study of the project and impacts it would have on the physical and human environment of the area. It compares the impacts of the project, the Build Alternative, with the impacts of the project if not built, the No-Build Alternative.

As previously discussed, the project would reconstruct Sixth and Seventh Avenues between Garfield and High Streets in order to upgrade the deteriorated roadway base. The three-lane portions of Sixth and Seventh Avenues would also be widened to provide four travel lanes the full length. This would provide more capacity for roadway traffic throughout the section. The new roadway would be 46 feet from curb to curb. Sidewalks and landscaped planting strips would be included on both sides of the streets. All of this would be done within the present 66-foot right of way width.

The possible alternatives were narrowed down to the No-Build Alternative and Build Alternative for detailed study in the Environmental Assessment. Other possibilities were looked at which included reconstruction without widening, and widening only those portions expected to need the extra lanes by the year 2000; but these were not pursued further because they were not considered to be cost-effective and could result in safety problems.

Another possibility was the shifting of the roadway centerline so that widening would avoid some of the mature trees; but this would only have been able to avoid some trees, would result in a curved roadway and would require additional right of way, so it was not pursued further.

Construction of the Build Alternative would result in the expenditure of funds estimated at $7.2 million. The Build Alternative would also use rock materials for roadway base, surfacing, curbing and sidewalks. The rock quantity requirements were estimated at 77,000 tons. Since no additional right of way would be required, there would be no displacements of homes or businesses.

There would, however, be displacements of trees within the existing right of way, some of which are very large. Figure 4 of the Environmental Assessment shows the type and location of those trees that would be displaced. A total of 137 trees would be removed. Some of these, those less than 3 inches in diameter, could be moved back into the new planting strip. New planting strips along both streets are included with the Build Alternative. Street trees 12 to 15 feet high of suitable species would be placed in these planting strips, even in those areas where there are no street trees now. The number of trees planted (which would be about 600 if 8 were planted per block face) would be much greater than the number displaced. The result would be a pleasant boulevard effect along the whole length of Sixth and Seventh Avenues between Garfield and High Streets.

Traffic volumes are predicted to increase about 30% downtown and between 50 and 160% on the west end of the project by the year 2000. Traffic volumes are predicted to be the same in the year 2000 with or without the project. With the increases in traffic, traffic congestion will also increase unless the capacity of the roadway is improved. The No-Build Alternative would result in poorer levels of service. The Build Alternative, since it would provide four travel lanes the full length, would better accommodate the future traffic volumes.

Many accidents have occurred along these sections of Sixth and Seventh Avenues. A total of 524 accidents were reported for the three-year period, 1980 to 1982. The accident rate (accidents per million vehicle miles) is much higher on these streets than the statewide average. With the No-Build Alternative, the number of accidents would likely continue to rise as traffic volumes increase. With the Build Alternative, there would be less congestion and thus the number of accidents should be lower.

The construction of the Build Alternative would be done in three units as Doug described. First, Washington to High, Blair to Washington, and Garfield to Blair. The construction would also be staged so that one or two lanes would still be used by traffic during construction. Utilities alongside the road would be moved in the first stage. The Build Alternative would include a reconstruction of the storm drainage system. Traffic may be inconvenienced during the lane closures and it may be more difficult to reach the businesses along the route during construction.

Traffic generates noise. If the noise levels at a residence or a park or church exceed 67 decibels, it is considered to be impacted. If the noise levels exceed 72 decibels at a business, it is considered to be impacted. Traffic volumes in the year 2000 would result in impacts to 69 residences, 9 residential/commercial units, 34 apartment complexes, a mobile home park, a park, 15 hotels and 56 businesses. However, the same number would be impacted whether or not the project is built.

Minimizing these noise impacts with sound walls would not be practical because of the need for access. Construction noise, however, would occur with the Build Alternative, but would be minimized by limiting the hours of construction activities.

With either alternative, air pollutant emissions of carbon monoxide, hydrocarbons and nitrogen oxides are predicted to decrease in future years, and thus be well within the standards. The Build Alternative would require an Indirect Source Construction Permit from the Lane Regional Air Pollution Authority because of the projected traffic volumes.

Well, that's a summary of the main impacts of the Sixth and Seventh widening project. More detailed information is contained in the document, so I would encourage any of you who want more details to pick up a copy.

MR. GIX: Thank you, Kathy. Now, one last time I would like to ask if everybody had an opportunity to fill out one of the hearing cards. Anybody need them to be picked up. I see one over -

Written statements will be accepted for ten days after this meeting. They should be sent directly to the ODOT Environmental Section, 412 Transportation Building, Salem, OR 97310.

In summary now of where we are in this project, just so there might not be any misunderstanding, the final design for this project is not completed. The sketches and the renderings that are done on the hearing displays and exhibits pretty much contain the completed work that's been done on this project. The purpose of this hearing is to incorporate your input this evening in the final design of the project.

You have to recognize that when you start off connecting streets at one end of a project to streets at another end of the project, we are very limited in some of those options and alternates. Each time you make a change in alignment, there are some trade offs. As Kathy mentioned in the environmental statement, we did not make that attempt as yet. We would like to find out from you people tonight just exactly what is important about it all.

I've got something in the order of about 35 cards here tonight and I don't know, I think just about everybody has indicated they would like to make a statement so I am going to ask that you set a ten minute time limit on each individual presentation. Now I expect that some people won't need that length of time, but in the interest that everybody will have a chance to come up here and make a statement before they have to leave, I will ask that you do that.

Now we have reached the portion of this hearing which is really the good part of it here where we have a chance to hear from you people who have taken your time to come down here tonight and tell us what you think about our environmental statement and our project. So, the first card I have here is for Mr. Richard Olson.

MR. RICHARD OLSON: Ladies and gentlemen, thank you. My name is Richard Olson. I'm a resident, Oakmont Way, Eugene. I've testified at prior hearings by the Department of Transportation on your six-year construction projects for probably the last ten years and many years prior to that in my interest on the highway and roads in this area.

I am in favor of the Sixth-Seventh improvement programs. I really object to the processes which require us to continually rejustify that this project, and others like it, have to be re-examined from ground zero. I believe that the testimony is already in, that the representative government that we have, already has the project endorsed and ready to go and I really object to the obstructionistic attitudes that try and bring this type of a project to the front and deter it from construction.

I enjoy trees like all the other people here in the area. A tree is like a good pet. We like it when it's well trained and doing the job that we enjoy it to do and love it, and when it isn't we wish to have it trained so it will. I have taken trees out; I've replanted other trees in its place and enjoyed within a very short period of time the enjoyment of those trees. I don't believe trees are the issue.

I believe that obstructionism of the transportation is the issue and that I object to the rejustification of this project. It's very key to our transportation system, has been endorsed by the planning - in the processes of planning now throughout the course of our planning process for the last 12 years and I believe it should proceed forward with posthaste.

It should be included in the projects; it shouldn't be just High Street to Washington. It should be High Street to its connection out to West 11th as the east-west corridor. A transportation system element which is essential to the safety, to the transportation of our goods and our people and to the environmental needs of this area. And I endorse this project.

MR. GIX: Thank you, Mr. Olson. Jim Saul.

MR. JIM SAUL: Thank you, Mr. Gix and members of the Department of Transportation.

My name is Jim Saul. My home address is 2780 Elinor Street, Eugene. I am appearing tonight in two capacities. The first part of my comments will be submitted in my role as Chairman of the Planning & Land Use Committee of the Chamber of Commerce and the second element of the comments will be my own personal observations as resident and citizen of this community.

Shortly over two months ago, the Planning & Land Use Committee of the Chamber submitted detailed written and oral testimony when the Department of Transportation was holding hearings here on the Six-Year Program. One of the key elements of that testimony was strong support for this particular project as the first stage of the overall improvement project scheduled for Sixth and Seventh Avenues.

As part of the basis for that support for the entire project, we noted in that testimony that four of the special light industrial sites in the Eugene area are located in West Eugene representing some 595 acres. In addition, there's something in excess of 2200 acres of industrial land - light and medium heavy industrial land, both available for development and already developed in the West Eugene area. All of that area is urgently in need of improved east-west access.

The Planning & Land Use Committee reviewed the Draft Environmental Impact Statement on this particular portion of the project at its meeting yesterday, and voted unanimously to strongly recommend the Build Alternative.

That would conclude my comments on behalf of the Planning & Land Use Committee of the Chamber. The remaining four comments are my own personal observations.

The need for improved east-west access through the central portion of this City has been recognized as an urgent one for at least 15 to 20 years. If you look at the geography of this City and the existing development through the central area, Sixth and Seventh Avenues are long-established arterials and represent the only feasible route to provide the improvement that is so urgently needed.

Secondly, the condition on Sixth and Seventh Avenues at the present time is deplorable. It would be absurd to consider improvement or reconstruction of those without adding the improvements that are going to be necessary to meet our transportation needs. That has already been done in the blocks immediately adjacent to Willamette Street which are in the central portion of this part of the project, which have already been improved to a 46-foot width with four lanes and that improvement should be considered throughout the remainder of this particular project.

The third point I would make is that a number of City policies emphasize the importance of avoiding the bisecting of residential neighborhoods by major thoroughfares. This particular project bisects no residential neighborhoods. It uses an established and recognized arterial system already in existence and is fully consistent with the City's policies.

Finally, I recognize the trade offs involved, but the tree planting and landscaping program incorporated as one of the elements of this project, in my view, fully mitigates any impact resulting from the removal of existing trees.

In conclusion, I personally believe that this is an extremely urgent project and I urge the Department to proceed with it as rapidly as possible. Thank you.

MR. GIX: Thank you, Mr. Saul. Charles Ong.

MR. CHARLES ONG: Thank you. Ladies and gentlemen, I live in Eugene and I have for many years and I know many people in town who have lived here over 50 years steadily, and I don't see many of them here tonight and so I speak for myself. I also know a lot of people who are dead also and so I see these trees as living entities as I do myself. I consider it murder and I consider it intolerable.

What I wanted to say was that widening the street - I know you've got this repaved thing, I support that actually and I support the through - I've written it down. Spending tax dollars for promoting alternative transportation (like bicycling) and at the same time killing trees to drive more cars in a projected community of 277,000 people sounds irrational to me. You are widening this for a projected city but the population is on the decline.

And also, I would say at this point publicly that this community has a lot of potential as far as future transportation. The bicycling here - I ride my bicycle and I don't see very many bicyclists out there. I'm riding virtually alone as compared to the 16 and 20,000 cars that use each intersection, that's the most that they use in the intersections. And there's a hundred and some thousand people in this town. So 20 percent or 20,000 to 100,000 are using these streets for their automobiles. What are the other 80,000 plus using them for? And also sidewalks, I would say that the idea of providing sidewalks for people to walk on instead of the goal of providing sidewalks where they want to walk. What I'm trying to say, I don't know if anybody needs to re-comment on this or not - I've said what I wanted. Thank you very much.

MR. GIX: Thank you, Charles. The next card I have is Richard Williams.

MR. RICHARD WILLIAMS: My name is Richard Williams. I live at 3830 Donald Street in Eugene. I have reviewed the plan and the Environmental Assessment in the blue binder and I find that, after reading this, and concluding that this forces us to establish some priorities of our own about where we are going.

On one hand we have an improvement in traffic flow projected by the plan and on the other hand, we have an effect on the quality of the urban environment which I think is going to diminish the quality of that environment. I say that because I feel that the effects of the Build Alternative on this thing are going to have some very negative effects on this part of town.

First of all, it brings more intensive traffic to the center of the City which is not a goal of mine. A lot of that traffic is going to be through traffic and rather than routing around the City, it's going to be brought to the interior of the City and I think that is definitely to be avoided as an objective. It's also going to pave nearly wall to wall through what is now a very narrow corridor between buildings certainly in a lot of spots.

We're going to replace giant shade trees of well-known historic significance with a 20-year promise. And all of this is against the needs which does not now seem compelling and it's highly questionable for the future. The same question, as I understand it, was debated nearly 20 years ago. The issue rose then. There was a proposal to widen Sixth and Seventh at that time. There were public hearings, but the upshot of all that is that the widening was dropped in favor of an alternative to delete parking along those streets which provided some extra capacity at that time.

Twenty years later, the congestion has not yet become what I would consider to be a very serious problem on those streets at this moment. We don't have curb-side parking to kick around anymore, but I have to ask what other alternatives might be still available that we can address some of these problems.

Several occur to us that deserve more thorough study, I think, that were not, I felt, addressed adequately in the studies. First of all, most importantly, I believe, is the use of improved traffic management techniques to the maximum extent possible.

It is the first policy of the T 2000 Plan to research those kinds of solutions to this sort of problem before we go to construction alternatives. I really felt that the plan did not address that alternative specifically and as a first policy of the T 2000 Plan, I think it must be before this can go ahead.

Secondly, there's another alternative, the improvement of the existing roadbed with special attention given to localized intersection problems. I would refer you to Table 4 on Page 27 in the Environmental Assessment, which, if I understand it correctly, of those 13 intersections identified in the list there, it appears that only three of those intersections would be appreciably improved by the Build Alternative and that suggests that perhaps some more localized attention be given to the more serious intersection problems and that some improvement could be made there.

Certainly, I think the encouragement of an alternative routing for traffic is another alternative that was not explored by the plan for both through traffic and local traffic. I wonder if Fifth and Eighth, for instance, particularly Fifth which seems to have some opportunities, cannot be used more effectively to bring local traffic to the downtown area. And it's certainly, I think, everyone's wish to encourage local traffic to the downtown section, but not require it to compete with - in more intensive through traffic through this area.

Perhaps lastly for us is those that use this couplet would be accepting some minor convenience of less than an ideal level of service. I would conclude by saying that without more convincing evidence that widening is imperative and unavoidable, I would prefer to see selective improvement within the existing curb lines.

MR. GIX: Thank you. Marilyn Odell.

MS. MARILYN ODELL: My name is Marilyn Odell and I'm here tonight as Vice Chairperson of the Westside Neighborhood Quality Project Executive Committee.

We have taken a position in opposition to this project. Being a downtown neighborhood and one directly affected by this project as it borders our neighborhood, and being a neighborhood always sensitive to overflow traffic, we have given this project a great deal of consideration and thought in coming to our position on this.

We have not always opposed building new streets. We were in favor of the Chamber's connector project, for example, which will soon be built, because we saw benefits to the neighborhoods that that project was to alleviate through traffic from. However, this project we do not feel is of benefit either to our neighborhood, downtown Eugene or the quality of life in Eugene as a whole.

We are opposing this project on three grounds. First, we would question the assumptions upon which it was found that this project was in need of being constructed. We think that there are a number underline assumptions which are questionable.

Secondly, we would question the lack of consideration of design alternatives to eliminate the necessity of eradicating the large number of mature street trees that would need to be removed if this project is to proceed.

And, thirdly, we would suggest that this project has neglected to look at what the impact of it will be on the Westside Neighborhood and the quality of life in that area. Now I would like to go into those in a little bit more detail.

Before the State can proceed with this project, it must comply with the criteria set out in the relevant acknowledged planning documents of this area, the Metropolitan Area General Plan and the specific transportation planning document, the T 2000 Plan.

As the first policy of the T 2000 Plan states, although advanced plans for street and highway improvements in redeveloping areas shall be developed, planning shall proceed. Actual construction and implementation shall not take place until a definite need is shown. We do not believe that you have met that criteria in your analysis. We do not believe that a definite need has been shown.

The population projections upon which the traffic volumes have been estimated, would have this area's population growing over 100% by the year 2000. The recent decline in this area's population would certainly call into serious question those population projections and the resulting traffic volumes estimated that justify this project. One of the great justifications is the increase in downtown employment. Downtown employment is estimated to increase 136% by the year 2000 over the figures of 1970. As of 1982, there was less than a 1% increase in downtown employment.

Another justification is the economic development in the Willow Creek area. At this point, that is speculative. It depends on the economic environment of this area and of the State and the Nation as a whole as to when that is going to occur. A policy of the T 2000 Plan states, public investment in transportation facilities should not take place until private development is eminent and actual demand for the public facilities and services has been demonstrated. We believe that has not been demonstrated. What we're talking about is something that may occur, that may be needed in 20 years, but not something that is needed today. And we believe in the integrity of these planning documents that these policies must be followed.

The T 2000 Plan is presently in the formal update procedure. It's just beginning. Believe that that is the appropriate form for the need for this to be re-evaluated. Because the money is there, does not mean that this is the time for it to be spent when it is something that is not needed.

There are certainly negative effects that will be generated by this project, both the routing of traffic through the center of Eugene where existing freeway systems could be utilized and the effects on the downtown neighborhoods and the general quality of life there in isolating those neighborhoods from the rest of the City.

The Westside Neighborhood is closely connected to the downtown, the revitalization efforts and the commitments that the City has made. Specifically, to encourage the primarily residential nature of the neighborhood by preserving, restoring and improving what contributes to the quality of life. Despite such a commitment, a number of forces are making it more and more difficult to maintain the quality of that close-in residential neighborhood. We think that this will further detract from the quality of life in that area.

We would suggest that some wisdom can be taken from experience in the planning and building of the WPPSS plants. A need that was thought to exist and now the public is paying for it. I'm not so sure that we are overstepping what our needs are going to be. We need to be realistic about the actual need for this project before embarking on it. I think that it's much more prudent to correct the problems where they exist.

The Environmental Impact Statement says with the exception of the Washington and Ferry Street Bridge areas that the flow of traffic is acceptable on Sixth and Seventh Streets. Those are the areas where the focus should be for improvement. If we truly believe this project was needed, we would not be here today opposing it because we are very sensitive to overflow traffic into our neighborhood, but we believe that need has not been shown and that further time needs to be put into the study before this project is put back before the people for consideration.

MR. GIX: Thank you, Marilyn. Ron Lovinger.

MR. RON LOVINGER: I would like to just speak briefly because I've written - we have written extensively about the impact of this building project in the Register Guard and I'd like to make sure that this article by Professor Genasci and myself are made a part of the permanent record.

MR. GIX: If you'd just like to leave a copy with the gentleman up here, we'll -

MR. LOVINGER: Yes, I brought one with me. In addition to those comments, I would like to say a few words about the kind of lack of faith and insult to our ancestors. As a landscape architect, one dreams about those times when those great trees you plant finally reach maturity and the spaces they create, the joy, the pleasure, the delight that they inspire reaches a certain point where the exuberance and inherent beauty of those trees are made real.

Those trees, 136 of them, were planted, many of them almost a 100 years ago. The planters of those trees dreamt about this moment which we have now. When those great Maples and Firs would make the gateways to the City, would mark the streets which would replace the fact that there was no great aristocracy in Oregon and, as a result, no great villas and palaces. But those streets, those trees, those great public rooms are the cathedrals of Eugene. It is the ultimate arrogance to assume, to even propose, that they would be cut.

MR. GIX: Thank you. The next card I have is Joseph Fox.

MR. JOSEPH FOX: My name is Joseph Fox. I live at 340 North Adams Street. I am retired. Prior to retirement I had a business and ran three or four service vehicles plus sales vehicles in this City and used these Sixth and Seventh Streets extensively.

Since retirement, and because of the present address, I use both of the streets quite frequently and have the opportunity to observe the traffic there. It is my opinion that we don't have a problem there between High Street and I-105. The problem we have is between the ramps and Garfield. And one of the main contributors to the problem is heavy trucks. The Department of Transportation in their wisdom permits three tandem vehicles to enter those streets.

One of the gentlemen before us tonight mentioned the fact that they have so many hundreds of acres - thousands of acres that are going to be developed on the west side and I could pose a question and ask why is it necessary to use Sixth and Seventh Streets for access to the west side area when we have other means of getting there like the Belt Line, for instance.

So I don't see any real reason for that. I don't know if there was ever any traffic count on these streets as far as those trucks are concerned. But one wonders about it when you try to get off the ramp on the Jefferson ramp on Sixth Street and get behind two or three - just two or three trucks and you stay at that light sometimes for two changes before you can even get onto Sixth Street, and when you do, they clutter up the street so to speak so you can't proceed. It's difficult.

Actually, the area east of that, I can't see that we have any problem at all there. Traffic goes along fine. And I would suggest that we use some other sort of traffic implementation such as using the Belt Line, 99 and other means to go from the east of town which would be I-5 out to the west side industrial area.

In my observation over the years, I think I can speak with some experience along those lines just because of age. I have noted that every place that an improvement is made in traffic, it invites more traffic, and, consequently the so-called improvement is negated. And I think that most traffic engineers will agree to that. I'm sure that those in San Francisco and Manhattan Island would, if they didn't have the access to those streets. They have millions and millions of man-hours lost in traffic jams in this country. And what you are doing here is not helping any of that. That's my statement, thank you.

MR. GIX: Thank you. Don Ferebee.

MR. DON FEREBEE: Thank you. I live here in Eugene and I am in business at the corner of Seventh and Chambers. We've been there about five years as owner-operator and reiterating what this last gentleman said, I have not really seen a substantial increase in the past five years of traffic jams, double light waiting or accidents increased. And I'm speaking in the last five years to this date.

I reiterate his question, have there been recent, within 12 months, traffic counts on both Sixth and Seventh and in each of the three sections previously noted. I didn't see anything in the blue report. Did I miss something?

MR. GIX: We count all our highways every year.

MR. FEREBEE: I didn't see the report for these streets that you are speaking of tonight. Was that in the report and I didn't see it, Sir?

MR. GIX: No. No, the -

MR. FEREBEE: Do you have those figures available?

MR. GIX: Yes, we do. It would be in Salem in our Traffic Section.

MR. FEREBEE: And, the other thing is the truck situation. I know a certain amount have to go on these streets but I'm sure some others could have a variable way of going.

My last comment would be, I would suggest you would be very smart to see what the impact, the changes, plus or minus, of the proposed Chambers interchange from the railroad boulevard area are going to do and what will that do to the different traffic counts and then maybe make another look at it. Thank you very much.

MR. GIX: Thank you. Emily Schue.

MS. EMILY SCHUE: My name is Emily Schue. I'm President of the Eugene City Council. I'm here speaking unofficially for the Council because we will be having our own hearing and taking a position in the future on this particular project.

But I would like to point out that this is in line with a long series of City planning documents and Council discussions of the past, and while it would be presumptuous for me to say right now that the Council is going to vote to support it, there certainly is a great weight of evidence that would lead one to that conclusion, and I know I'm going to support it myself.

Those plans have been mentioned previously here tonight, the T 2000 Plan, the Metro Plan, which does include projected development on the west side of Eugene. The intra-structure for that development is already being built, some of it with private money in streets and other improvements, some of it public money in an extensive sewer system to serve the west side, and the construction is already begun on that west side trunk sewer. So, this part of the City's planning is beyond the blueprint stage. The actual intra-structure is being built.

We have recently improved the bus transfer points in downtown Eugene. We are doing all those other things. We think they're important, but you're never going to get all the citizens of Eugene onto bicycles or into carpools and onto the bus. We still need the street improvements. Furthermore, the bus has to run on the street too.

I'd like to make one comment to the neighborhood people about this particular project. It is one of the long-time policies of the Eugene City Council that we keep traffic out of neighborhoods and onto arterials. And we have done a number of things to assist the Westside Neighborhood in that goal which the Council shares, in putting in diverters and encouraging people to use the arterial streets.

We have already heard somebody who suggests here tonight who's opposed to this project that more people could use Fifth and Eighth. I don't personally find that a good solution. I think we want the traffic on Sixth and Seventh, the arterials. The Chambers connector needs to be built to put that River Road traffic onto Sixth and Seventh not onto Eighth and into the neighborhood. Which is another reason in my mind for improving Sixth and Seventh, not for not improving it.

I think most of the other things I was going to say have been pretty well said. One other point I'd like to mention in terms of isolation of the north section of the Eugene business district. If we could start over again, I think we probably would have all the business district south of the east-west arterial. However, that's not possible. I would like to point out there are mitigating things you can do. We have a design committee working on some of those things, in terms of sidewalk treatments, street furniture, various ideas that can be worked with.

I'd also like to point out, we already have the full width at the Willamette Street intersection by the Hult Center on both sides of Seventh and Sixth although Sixth is striped for three lanes not four. So, the public can see now what it is like and I don't personally find that the Hult Center feels isolated from downtown and I make that crossing at Seventh fairly often along with a large number of other Eugenians to go to the Hult Center and the Hilton. So, while it's not ideal, I think it's certainly something we can live with.

As far as I'm concerned and as far as the City officially is concerned, I don't see any other alternatives that will meet the needs of this City in terms of east-west transportation, and I hope that this project goes ahead on schedule. I also can't resist saying that I hope you will think of us in your six-year planning process because this is only phase one. Thank you.

MR. GIX: Thank you, Emily. Iris Moye.

MS. IRIS MOYE: My name is Iris Moye and I live at 2425 Columbia Street. I'm here speaking for myself as a citizen of Eugene.

If my comments seem perhaps too inclusive at first, I hope you'll bear with me. It's because I see this as part of a much larger picture and I would like to address Mr. Olson's metaphor to begin with and say that I think it a vastly different matter to train a poorly behaved pet and to euthanize it. I think what he is proposing could more aptly called horticultural mercy killing. And it might be well to point out at this time that some of those large old trees that we're talking about, the Big Leaf Maples, for example, have not reached anywhere near their maturity. If you have, in the audience, identified me as one of the tree loving liberals, you can turn off listening for a few minutes because I'll proceed in this vein.

I have lived in Eugene for only six years. I lived here briefly during 1967 when my husband was a student at the University of Oregon. At that time, there was still a downtown in Eugene. There was traffic on Willamette Street all the way. There were shops along the way. It was a pretty active place. I came here too late to ever see the old City Hall, the old County Courthouse or the old Carnegie Library. They were gone before that time. Victims of the 50's. The 50's were a hard time for buildings, as I understand it. A combination of good intentions and hard times, perhaps, or misunderstanding. I'd hate to see the present good intentions reek similar results on our City.

The City that has been created, the City that I see downtown in Eugene now is a very anonymous sort of place. You can find very little there that tells you what it was like ten years ago, 20 years ago, 30 years ago. You can't find the old City here in Eugene. It's an anonymous place and it promises to become more and more anonymous with each day. So the measure before us today, I think, moves very strongly in that direction.

The removal of the mature trees along these roadways, and they are still roadways not highways, is really another step in that direction. If you ask people who live in a city, even a large city, by choice why they choose to live in a city, I think many of them would say, as I probably would, that one of the things that's nicest about living in a city is that one gets the sense of the past. I don't mean this in any mockishly sentimental way, but I mean that living in a city you see examples of architecture, living trees, spaces in between buildings, spaces created by buildings and trees, spaces created by cities, by city buildings and streets and trees. All of which serve to tell you that you are part of a continuum. That you are not sprung fully grown from the forehead of some central computer.

I like the feeling of being able to walk down a street and see a tree that I know was planted before I was born. Perhaps before my grandmother was born. To see a building that was put there brick by brick rather than in great sheets of bricks unthoughtfully.

There's a certain irony in what's being proposed. Having destroyed the downtown, and I don't attribute that to any one individual's bad intentions or malevolence, but having denied shoppers automobile access to our downtown, we're now proposing to build a through freeway to take people through the downtown, not necessarily to it, but through it. It would be reassuring to think that such an improvement, and I use that term with some satire, it would be reassuring to think that such an improvement would bring business to the merchants who still remain in downtown Eugene.

My fear, and I think it's not one that can be dismissed readily, is that such roadways, such highways would be through traffic fairways and nothing more. They would remain through traffic unless, of course, you consider what would happen to the eastbound traffic when it hits the Ferry Street Bridge. The only merchants who might benefit from that snarl would be those who, in the fashion of the members of the Unification Church sell peanuts to people in their cars stopped at stop signs. I think there would be quite a market for that sort of thing at that point.

I'm afraid Mrs. Schue's remarks have made me feel rather hopeless and cynical about the prospects of all this. I considered not coming tonight thinking it was really rather a waste of time in some ways because I have rather few doubts that this will go through as planned. But, on the other hand, I don't look forward to driving down that treeless or, excuse me, newly planted boulevard, pleasant boulevard, as it's been titled, someday and seeing it and knowing that I was any way responsible. So I am doing this to absolve myself tonight.

Okay, if it's built, if this goes through, which seems a very strong possibility, I have some questions about how it's being done. First of all, tonight we're not really being allowed to discuss the possibilities. We're being given two choices to discuss and asked to limit to those two choices, that is Build and No-Build. And we were told at the beginning that those are the two choices that were being considered here tonight. That doesn't really allow us any opportunity for compromise and compromise may be the thing that is called for here most of all.

If I'm wrong about that, I think a number of others here also have that impression and that might address one of Ms. Schue's remarks, and that is that she doesn't hear anybody saying don't build, don't do anything. People might be discussing those more if that were considered as a possibility. The little blue booklet that was the environmental statement says that those are the only two things being considered.

Another point, having erased the downtown sometime in the recent past and then more recently with great fanfare and hope constructed a Performing Arts Center in downtown Eugene, what we are proposing to do now is to strand that on an island of concrete washed on both sides, the north and the south, by Highway 99. The building itself already stands in some isolation from the rest of the City and

I think that this move would only further that. It is certainly not an easy place to get to on foot, maybe even a little harder to get to by car these days.

We have in the City a rather prosperous shopping area that I frequent myself and that is in the Fifth Street area. There we have existing buildings refurbished with shops inside. We have mature trees and one can park near the shopping area. I think that it's not wise to dismiss these features in considering why that is a prospering and thriving area.

Regarding the treatment of planting, in the booklet it's suggested that there might be 600 trees replanted and that we wouldn't miss the old big trees after we saw these marvelous 600 trees planted along. I did have a question about whether there is a budget for that. I don't know what the cost would be for purchasing and planting 600 12 to 15-foot trees and maintaining them through that delicate first year when they need so much care and attention. But if one could hazard a guess, and you may adjust this up or down as you have more realistic notions of what it would cost. For instance, if it were $400 per tree, that would result in a budget of a quarter of a million dollars for the first year for the trees. Is that in the budget?

Another question. There are already four lanes in some of these areas. There are already four lanes in some of the areas where there are existing large trees. For example, on Seventh Avenue between High Street and Pearl Street there is one large old Big Leaf Maple and there are four lanes and yet that is one of the trees targeted for removal. Is not some sort of compromise possible to save that tree, among others.

We have been told that the possibility of leaving trees on one side was rejected because it would cause the need for additional right of way, one problem, and would, in the end, cause a crooked road. I think many of us here could tolerate a crooked road if it had old trees. I think a consistency is being sought here that may not be a very useful or pleasant or pleasing consistency. We could achieve consistency of paving, consistency of new trees, we could achieve consistency of anonymity and straightness, but what can't be changed is that whether you call it a pleasant boulevard or not, it will remain a highway through the center of our downtown, something which should be very, very carefully considered.

MR. GIX: Thank you. David Filer.

MR. DAVID FILER: Thank you. My name is David Filer. I live at 235 East Third Avenue here in Eugene. I'm a member of Eugene's Downtown Commission. The views I speak tonight are my private views, however, and the views of other Commissioners may well differ from mine, and the Commission as a whole may well eventually come to a recommendation different from that which I will make. I'm like Emily, I'm not willing to conclude - what that recommendation will be.

I mention my membership on the Commission only because my views are informed by a year's work with the Commission in the study of the downtown area of Eugene and the context of a refinement plan which is soon to see its draft form. In that process I have come, as I think other Commissioners have, to realize the great potential of the downtown area of Eugene, and, of course, when we talk about downtown Eugene. Again, perhaps unlike Emily, we think of those areas within our jurisdiction all the way from the railroad tracks over to 13th, north to south.

We see the great potential of the core mall area albeit there are some problems existing that need to be solved there. The great potential of the Fifth Avenue area, not only the Fifth Street Market portion of it. The great potential to the downtown of the Skinner's Butte area and the river's edge with access from Fourth to - Fourth or Fifth Avenue some of these ideas will be seen in that draft. And we also see and deem to be extremely important the connections between all of those areas. Again, I'll apologize to Emily for picking on her. Fortunately she spoke first. If we had it to do all over again, I don't believe we would locate all of the downtown south of this Sixth-Seventh couplet. We would utilize the whole area that I have spoken of. It would utilize all of the natural and historical amenities that there exists and can be of benefit to us if we plan correctly.

The issue here, or one of the issues and issues that I'll speak to, is really the proper characterization of Sixth and Seventh in this area and it may be fine for the State Highway Department to characterize it as Pacific Highway West. I hadn't heard of that term before, although I realize it is a highway. My view, and I believe the proper view for the City is that it is a downtown street, a pair of very important downtown streets and that its primary use should be the access and circulation to and around the downtown area. And I would insist that any redesign or improvement be compatible with that goal. And that it not be intended simply to make Sixth and Seventh Avenues a better conduit for traffic through the downtown.

My view, redesign and improvement would be to invite users of those streets to branch off to the various areas of downtown north and south. They should invite person-oriented development along that corridor on the edges and within the corridor. The street should be inviting and easy to cross for both autos and pedestrians. Signaling pedestrian crosswalks, signage, paving and so forth should all be dedicated to those uses.

Mentioned again Emily's comment that the Hult Center, in spite of the fact that there are four lanes there now presently, doesn't seem isolated. It seems to me that probably the reason for that is that there simply isn't the traffic to warrant those lanes and if we allow these streets to become a conduit and allow them to be used to the kind of capacity that's projected, Hult Center and the other areas of downtown probably will seem isolated from any other area.

Those goals that I have mentioned then, I think, are simply incompatible with the notion that we should respond to projections of need for greater capacity and simply widen in response to those projections. I think as long as you and any of us who do characterize those streets as a highway, there will always be a bias in favor of moving cars along it and through the downtown and the result will be limited access to the downtown area. Not limited access in the technical sense of a freeway, but as a practical matter limited access in crossage and that result will be detrimental to the downtown.

I'm delighted as Emily is that the State wants to invest money on these streets. The streets clearly need the work. The surfacing is terrible and there are other kinds of improvements that need to be made and I daresay that the City deserves the investment by the State. We do, of course, pay taxes for those purposes, but I believe that the existing problems and those problems that will exist for a fairly long period of time now, given the current situation - growth situation in this area and the State generally, can be solved by ways other than allowing and encouraging because I think there is a self fulfilling prophesy potential there, more traffic.

So, my recommendations are, first of all, to revise the growth projections since those are the fundamental - the premises upon which this project seemed to be based. It should be revised on current experience in the area and I think that the T 2000 update which is imminent as has been suggested, is proper the context for those revisions.

Second, the State should definitely resurface the whole length of that street. It will make it a whole lot better for all of us. I think the signaling should be improved as much as the budgets can allow. I think signing should be improved throughout the entire street system so that traffic will actually go where it needs to go and won't be forced down through the middle of downtown if it doesn't really need to.

And I think that the State should also as part of this project spend money in redesign where there actually are current problems in terms of congestion and higher than desirable accident rates. I think that can certainly be done without widening the full length of the streets. I believe the State and the State Highway Department has a stake in Eugene and the long-term health of the downtown and I believe that a commitment to widening, please believe me that I don't object to any of the other improvement - portions of the improvement project, but widening when the need for it is questionable and is likely to become a self fulfilling prophesy would be detrimental to the downtown and so that I would oppose the widening but support the physical improvement otherwise. Thank you.

MR. GIX: Thank you, David. Stephen Adey.

MR. STEPHEN ADEY: Thank you. My name is Steve Adey. I'm going to speak first on behalf of Whiteaker Community Council and second on behalf of myself.

It may be somewhat presumptuous of me to speak for the Whiteaker Community Council because we don't have a final opinion of the issue, but as the acting Vice President, I feel that I have a good idea of where we are moving in these lines.

Generally, the Whiteaker Community Council is very opposed to the widening of Sixth and Seventh Street. We feel that maintenance of these roads will be adequate and, indeed, maintenance is necessary. We also feel that the current traffic flow is at an acceptable level.

One issue that we're going to be concerned with is the fact that Sixth and Seventh Street does indeed bisect a residential neighborhood. What it bisects is in fact two residential neighborhoods, the Whiteaker and the Westside neighbors. We're two different officially recognized city neighborhoods but, indeed, they are very similar. The residential blocks along Fifth Street and Eighth Street have a lot in common and crossing Sixth and Seventh Street between these two areas is already difficult and widening Sixth and Seventh Street will contribute to making it more difficult for Fifth Street to get access to Eighth Street and we feel that it will contribute to the deterioration of the residential quality of life on these streets because of that.

My personal opinion is that the population of Eugene is currently not increasing as it was originally projected to increase. There is currently reason to doubt that it will ever increase to the levels projected in the T 2000 Plan. And, therefore, I think that we're assuming a lot when we say that there are going to be increases in traffic flow in the downtown area of Eugene. And so I suggest that in light of this, the reasonable plan would be to repair the streets now, to bring them up to standards and to widen them when and if the actual necessity is proven. That we should not widen the streets in the anticipation of need. I don't think we have any right to assume that the T 2000 population projections are ever going to be met.

In the meantime, while the street is maintained, I think we should be exploring methods of rerouting the truck and the commuter traffic to I-105 and to Belt Line which are the arterials that this kind of traffic should be using. Sixth and Seventh Street are okay for commuter traffic, they're okay for residential traffic. I think means to get the trucks should be - to get the trucks somewhere else should be explored.

And, finally, I'd like to respond to what Emily Schue said a little bit about the fact that she thinks the City Council is going to approve this plan even before they've held their hearings. I'm real disappointed to hear a City Councilor take that position and I would certainly kind of like to see anybody supporting the widening of Sixth and Seventh Street to try to run for any public office out in West Eugene. Thank you.

MR. GIX: Thank you. Dr. Shawn Boles.

DR. SHAWN BOLES: Hi there. My name is Shawn Boles, 105 North Adams. That's in the Whiteaker Community. I'm a lay member of the City Budget Committee as well as a former Vice President of the Whiteaker Community Council. I'm speaking to you tonight as a private citizen, however.

I want to share with you some reasons that this project is a mistake. Some of these reasons are personal reasons, at least one of them is a fact. It's a fact that you failed to heed at your own and, indirectly our peril.

To start with some personal reasons. One, it's difficult for me to concede that an organism that provides me with the oxygen I breathe is a pet. I don't look at trees that way. Trees are important to us both for basic biological reasons and also for psychological reasons. It seems to me that it is simple shame to have to cut them.

Secondly, I'll just simply reiterate a fact that you have heard time and time again here this evening, which is your projections of a 30% increase in traffic flow are based on a set of projections that are incorrect. Repeat, the projections are incorrect.

Thirdly, I would point out that from a personal view, the widening of Sixth and Seventh provides to me a very, very hard edge for the neighborhood I live in. It divorces me from the rest of the City. Most of my personal commuting is done in a north-south direction between the river's edge and the University community. It's already very difficult to get across Sixth and Seventh on a bicycle. Widening is not going to make it any easier.

So much for the sort of personal reasons and the reiteration of fact. Let me now bring to your attention information that I'm surprised is not part of the Environmental Impact Statement. Cite to you the forecast by M. King Hubbert of U. S. Petroleum Reserves and Global Petroleum Reserves over the next 50 years. Specific reference, it should be available in Salem, is M. King Hubbert, U. S. Petroleum Estimates, Paper No. 3670, 1978. Manual meeting papers is available from the American Petroleum Institute in Dallas, the Production Department, published in 1978.

M. King Hubbert has a very, very simple diagram. It's a curve that looks like this. It shows the petroleum production available for the United States and for the World and was forecast in 1956. The projections - or Hubbert's projections have proved accurate every year since then. They show a very, very simple fact which is that the rate of extraction goes up and then it goes back down because petroleum is a finite resource. Specifically it shows that by the year 2000 some 90% of U. S. oil supplies will be gone and 90% of our natural gas supplies as well. By 2020, 90% of the World petroleum reserves will have been used. Now that's just cold hard fact. I know you don't want to hear it. I don't like saying it. I would love to be on a four-lane highway with my foot to the floor in a giant Cadillac. Unfortunately it is not possible to do that any more. We are running out of oil.

It seems to me that both in this project and your other projects, you might wish to consider that fact in your Environmental Impact Statements. My conclusion is that it's very, very unlikely we're going to need a widened Sixth and Seventh Street. At a minimum I would urge you to reconsider those alternatives that you have initially discounted, although I saw no benefit cost analysis for the reasons for discounting them, to consider those alternatives for selected improvements within the existing roadway. Thank you very much.

Mr. Gix: Thank you. Sharon Genasci.

(INAUDIBLE)

MR. GIX: Your choice. Don Genasci.

MR. DON GENASCI: I'm Don Genasci. I live on 19th Street. I'm a member of the Downtown Commission although I do not speak for the Downtown Commission for the reasons that David Filer has already suggested.

Reading from their relevant planning documents and in discussion with the City staff, it is apparent that the need for this widening the main is predicated on the projected development of the Willow Creek area and a projected increase in the shopping and employment in the downtown. Both of these projections would suggest the metro area population of 285,000 by the year 2000, are set in the Metro Area Plan Study, the T 2000 Plan and in the Environmental Assessment of this phase of the proposed widening of Sixth and Seventh Avenues.

These projections are based on the inordinate growth of the 60's and 70's, which given the economic changes of the last years, are unlikely to be repeated in the next 15 to 20 years, if ever. These projections further suggest an increase in employment in the metropolitan area from 59,000 jobs in 1970 to 134,000 jobs by the year 2000, an increase of 125%. More recent projections are much more modest. The employment in the downtown is a major impetus for the widening and these set of projections translates into 22,820 jobs by the year 2000. This would be an increase of 130% from this 1970 figure of 9,660 jobs.

According to a consultant's document entitled "Changes in the Downtown Employment" prepared for the City of Eugene in September of this year, downtown employment was presently 9,682 jobs in April of '82. That is 22 jobs higher than in 1970. Rather than the 50% increase which should have occurred according to the projections which are used to legitimize the project of widening Sixth and Seventh Avenues.

A walk through the downtown will show empty shops, mute testimony to the current loss of employment growth and to the reduction in shopping. Clearly the projections which are the basis of need to widen these streets must be called into question. Furthermore, this proposed widening of Sixth and Seventh Avenues would seem to be in violation of the principles set out in the T 2000 Plan. As necessary conditions for the real construction of projects, the sixth policy of the T 2000 Plan states and I quote, "Although advance plans for street and highway improvements (and my brackets) redeveloping areas shall be developed, actual construction or implementation shall not take place until a definite need has been shown."

I would suggest that these figures suggest that there is no need at this present time and there probably will not be for the next 15 years. Under the discussion of this item, the plan further states that public investment in transportation facilities should not take place until private development is imminent and an actual demand for the public facilities and services has been demonstrated.

It is difficult to know when growth will begin either in downtown Eugene or in the Willow Creek area. But we are clearly looking at significantly more than 15 years to achieve the number of jobs, shopping and the traffic generation projected for the downtown in the T 2000 Plan. The reduction in the rate of growth which Eugene has experienced since 1978, must call into question these earlier projections.

Even though this need is 15 to 20 years away, it is deemed efficient to widen these streets now because they are due for rebuilding. It seems likely that the major reason for widening is related to a perceived savings which the State of Oregon would make in widening at a time when the State Engineer has declared that the present condition of Sixth and Seventh Avenues require rebuilding. However, this rebuilding does not require widening and I would urge you to, of course, rebuild, but not to widen.

In my opinion, the widening of these streets now contravenes the policies which begin on page 29 of the T 2000 Plan. Both in terms of being premature and, in the first, not developing a complete range of traffic management alternatives to widening. The first policy of the T 2000 Plan states that traffic management techniques shall be investigated and implemented as a first alternative to major construction in order to provide additional capacity on existing streets. And while, of course, certain traffic alternatives have been suggested, certainly it has not been done in anything like the complete sense.

The T 2000 Plan further states that roads and streets for the scheduled Service E will be considered for widening, this is on page 17 of the T 2000 Plan. An example on Table 4 of the Environmental Assessment it is interesting to note that if Sixth and Seventh Avenues are not widened by the year 2000, and accepting for the moment the official figures, a significant majority of the road will still not reach the level of Service E by the year 2000. Only those areas which are in relation to the Washington Street Bridge and the Ferry Street Bridge are significant problems in relation to those criteria.

The widening of these avenues is unnecessary and will cause serious qualitative environmental detriment to the center of this town.

MR. GIX: Thank you, Don. Do you wish to go now, Sharon?

MS. SHARON GENASCI: My name is Sharon Genasci and I live on 19th Street here in Eugene. I want to talk a little bit more about the trees, which I am sure that you may feel you've heard enough about.

But, a little historical note about the trees on Sixth and Seventh. Apparently they were dug up in Alton Baker Park and planted there. They're some of the few native deciduous trees in this region.

And I wanted to read to you a little bit out of Familiar Trees of America by William C. Grimm about the Big Leaf Maple. The Big Leaf Maple is the king of Pacific Coast maples and it is one of the few commercially important hardwood trees of the region. It is found from Alaska south into Southern California usually scattered or in small groves, but it attains its best growth and its greatest importance in the river bottoms of Oregon and Washington where the trees are often 100 feet tall with trunks three to four feet in diameter and free of branches for half or more of their length.

During its first forty to sixty years, a Big Leaf Maple grows quite rapidly but after that the growth slows down. A tree reaches maturity at between 200 and 300 years. Old trees often have large burls and so on for the description. I just want to underline that these trees are nowhere near their maturity. These are lovely trees, the only redeeming features of what otherwise are not very attractive streets and to have them cut down is a sheer act of vandalism.

I would like to also underline what Iris Moye asked you and that is do you, in fact, have a budget of say, $240,000 to plant 600 trees as you have promised us.

Finally, I'd just like to say in closing that tonight, just by chance, I heard some gossip from a very good source that in Portland they're considering narrowing the streets along the Park Blocks in order to preserve the trees which are a little bit too close to the curb. Thank you.

MR. GIX: Thank you, Sharon. Grant Seder.

MR. GRANT SEDER: Thank you, I'm Grant Seder. I live at 988 Lincoln Street. Projects such as the proposed Sixth and Seventh Avenue widening are examples of single purpose planning - indeed single mode planning since traffic management techniques and special attention to problem areas does not seem to have entered into the design, but rather a more is better philosophy seems to apply.

We, as citizens, will have to live with the results everyday. We should be aware of the shortcomings of single purpose planning. We have some local examples. One is the Franklin Boulevard project of the late 40's which pretty much destroyed the Mill Race in which emphasized the separation of Eugene from the river.

The Washington-Jefferson Bridge approach was initially proposed to be built on a massive earth berm and only a great deal of effort locally resulted in the design that was finally built which allowed openness in part to take place around the traffic carrier.

The projects of the 60's, such as the Highway 126 extension and First to Fourth connector, luckily these were stopped. Otherwise Skinner Butte Park would be the site of another bridge across the Willamette and another freeway. Downtown Eugene would be further cut off from Skinner Butte by a limited access arterial which would have continued east of Judkins Point further emphasizing the separation of Eugene from the river.

The widening of Sixth and Seventh was felt to be necessary in the 60's. Some of us proposed at that time that the on-street parking be removed and that it at least be tried to exist with Sixth and Seventh as they were. All the people that knew better said that this would not work because the merchants wouldn't allow the parking to be removed in the first place and if they did, that the curb lanes couldn't possibly be utilized. Somehow, we were able to prevail and the parking was removed and Sixth and Seventh somehow functioned fairly well and still do.

The widening of 11th Avenue was another example of what was proposed as a uniform width tree removal project. Again, local pressure finally forced at least the attempt at a novel solution where the parking was interrupted to jog around the existing trees. Again, the experts told us that this couldn't possibly work, but they were forced to try the experiment and that was done a number of years ago and so far it seems to have worked.

I thought it was interesting at the time to observe that the people who were doing the construction made it a point to excavate under the trees with the hope that they would die. But somehow the trees managed to survive the attention.

The single purpose approach seems to still be with us. In yesterday's Register Guard, the Eugene Public Works Director was quoted to the effect that the public rights of way are intended for streets and utilities and that all this tree business is really extraneous nonsense. I would disagree with that. The streets are public space. We share them all every day. We experience them much more frequently than we do the parks, for instance, which most of us use only occasionally. We experience the trees as pedestrians and bicyclists, not just as motorists.

I use Sixth and Seventh Avenue far more often as a walker than as a driver. And for the driver, too, the street should be more than just the quickest way from point A to point B. If we're really concerned about the quality and connectedness of our every day lives, we must be concerned about the environment that we experience every day.

Eugene needs to strenghen its connections. The most healthy retail area we have is on Fifth Avenue. Our pride, joy and tourist attraction is between Sixth and Seventh Avenue. Our downtown is south of Seventh Avenue. Obviously, north-south connections are crucial for the health of Eugene's urban core. Yet the proposed widening of Sixth and Seventh will only make these streets more hostile places and will make them more formidable barriers particularly to north-south pedestrian traffic. The total and optimal use of Sixth and Seventh involves far more than just the single purpose of efficient east-west flow of vehicles. Thank you.

MR. GIX: Thank you, Grant. Carol Clarke.

MS. CAROL CLARKE: Well, so far there's 14 for and 3 against. Are you listening? My name is Carol Clarke and I live at 931 Van Buren.

I am an Oregon voting, taxpaying resident of Eugene, Oregon, and I do not want to see Sixth and Seventh Streets in Eugene, Oregon, widened. There are other alternatives to widening and cutting down of 136 trees.

Examples that were proposed were: 1) increase speed limit, 2) accept present level of D service, 3) reduce volume of through traffic on Sixth and Seventh by rerouting through vehicles onto freeway system, 4) reorganize approach systems at Washington and Ferry Street Bridges, 5) improve signalling system.

I live two blocks from Seventh Street and I love those trees. It's what makes Eugene unique and brings tourists back for more. Must we sell ourselves out to high tech who might not even locate here after all by destroying our environment. I drive down Seventh Street every night at 5:15 to pick up my friend on jury duty at the courthouse downtown. I arrive so punctual via Seventh Street that my friend hardly has time to go from the phone booth inside the building to Seventh Street. It proves to me every night at peak traffic periods that Seventh is not ready for widening at this time and maybe it will never be if we will implement those other alternatives.

We have a choice. Denude and vandalize our own nest with asphalt and bark mulch and treeless streets, or retain unique beauty of this Pacific Northwest town on the Willamette River. I'd like to enter this petition in the record. (See petition at end of transcript.)

MR. GIX: Fine, just leave it up here. Gerald McDonnell.

MR. GERALD McDONNELL: My name is Jerry McDonnell. I'm an architect. I live in Eugene at 2672 Baker Boulevard. I have three points which I hope are salient.

One is that, barring the greater length of the improvement, one specific area of the improvement coming through the downtown area that I think would adversely affect pedestrian traffic primarily in the Willamette Street Arcade, which has become a major pedestrian pathway through the downtown area of the City - the demographics of that particular street generates about 1.3 - 1.5 million pedestrian users per year based on an approximate calendar of about 240 to 250 shows at the Hult Center, with about a 70% attendance of a 2500 seat concert hall as well as a 750 seat concert hall.

Those very active individuals as far as users of that particular nucleus of the City, in addition to the Conference Centre - Eugene Conference Centre, booking in quite an incredible number of trade shows, conventions and meetings that are primarily pedestrian as well as tourist industry-oriented affairs, point out the fact that the increased traffic volumes along Sixth and Seventh Avenues should be very closely looked at as far as the impact to the pedestrian usage of the extra urban area outside of the Civic Centre in that the Fifth Street Public Market area as well as the downtown area of Eugene are destination points from that particular nucleus of the City. I offer that as a design consideration to the capital improvements for Sixth and Seventh Avenue.

I agree with other testimony that has been given that the need for the widening of these avenues has not been demonstrated effectively as far as growth patterns in the demographics of Eugene. So, I would question the plausibility of pursuing those capital improvements en masse.

I would suggest that there would be rather a concentration on the improvement of peak usage problems for Sixth and Seventh Avenue, primarily the access in the east-bound lanes at Seventh Avenue on to the Delta Exchange for the highway which has impassed on impact back to Blair Boulevard for one and two lanes generating problems that occur during the noon hour and at 5 p.m. or the rush hour.

A better examination of the access onto that highway would be appropriate as well as looking at the Ferry Street Bridge and the access from Seventh Avenue onto the Ferry Street Bridge to alleviate those concentrated periods of dilemmas. That's my testimony. Thank you.

MR. GIX: Thank you. I just want to clarify one point. We don't plan to widen in the area of the Hult Center.

MR. McDONNELL: I know that. I'm saying the increased traffic volumes is one that could present pedestrian dilemmas.

MR. GIX: Mark Jackson.

MR. MARK JACKSON: I never was a political type and I didn't get political until about 1 o'clock this afternoon when I got this on my desk.

I'm the owner of Pedal Power Bicycles. We're located down here on Sixth and High and I don't even read the paper much so it was a surprise to me. However, I've had some time to think between 1 o'clock and 9:20 and I am here tonight to do my best to prevent the City from digging up my front yard. I took a good look at the pavement and let me speak very selfishly here just for a minute. I'm only fighting for my own little turf at the moment and I promise to do my homework and look at the overall picture but I might be a good example of a need to examine each section of the street and also the need for compromise.

If that pavement is dug up, then it's probably going to cost my business roughly between $10 and $20,000 for that month because they are planning on doing it in the summertime and that's my Christmas season.

Now, I'm a business person, I'm your basic - by looking at me you can tell I'm your basic over thirties liberal type - you know I've got the beard, and if I wore a tie it might have more effect, but I am a business person and I think in terms of dollars and cents. I've gotten very frugal in my middle-age, I guess you could call it. But I'm looking at what that would do to my business. It would block access and that really gets my dander up considerably, and I'm wondering where the heck all the other business people are. There's a lot of businesses on Sixth and Seventh Street. What's it going to cost them to be blocked off for a period of time. I wonder if they're really aware of the effects of this.

I'm not against paving the street when it's necessary and even widening in places, but I think that each section should be looked at. I went out there today with a magnifying glass and as Suzie and I walked up and down looking at the pavement, and I frankly think you're going to have a hard time convincing me that that section needs to be repaved right now. I'd be willing to go with it maybe in five years but right now, I'm two years old and I don't want my business to get stuck during the time when we're just starting to build up. I think that's - and another thing, oh boy, this is my chance.

I pay about $5,000 a year in taxes to the City of Eugene via Lane County. If you want the City of Eugene to continue to prosper, don't stick it to the people that pay. How would you feel - think about this personally. How would you feel if your business is blocked off, you lose 10 to 20 grand and then the County comes to you and says, now we'd like that $5,000 this November. We'd like that $5,000 from you please.

Speaking personally, I'm getting a little emotional, parden me, but it just really would make me feel very grudging about paying that money. So, I'm real interested in Eugene and I think that it's important to take a good look at every section of the street. I like the idea about getting rid of the trucks. I drive Sixth and Seventh all the time and I'm basically the put to the floor type and yet I still don't feel too much of a problem getting through Sixth and Seventh Streets. I think speeding up the lights would be a good idea.

Oh yes, the City Council. That's my last one. If the City Council - as I was told today the City Council's becoming more - how should I say - cognizant of businesses in the area. If the City Council is truly aware of the effect of this on businesses, I'm wondering - I'm not so sure that they are, and I'm going to go to the City Council and find out just what their thoughts are on this.

But, for the moment, to try to make sense out of all this, I think I would be in favor of spending a little more time looking at each section of the roadway and maybe talking specifically to the businesses in that area and seeing how they feel about it. Thank you.

MR. GIX: Thank you, Mark. Henry Lawrence.

MR. HENRY LAWRENCE: My name is Henry Lawrence. I live at 91698 Prairie Road, Junction City, and I think I might be the first non-Eugene resident tonight to be speaking.

I am a County resident, I'm also a member of the Lane County Citizens Advisory Committee on Parks and Open Space, but my comments tonight are purely my private comments and don't represent that Committee.

I think that the Environmental Assessment - and I'd like to correct previous people who have talked - this is not an Environmental Impact Statement, it's the Environmental Assessment and does very different things. Unfortunately, I think it does some things rather poorly that an Environmental Impact Statement might do better. One of the things that it doesn't do is present enough alternatives. I think that what you have given us here is an either/or approach. You've given us either the status quo, which is clearly unacceptable. The roadway now needs work and it needs a lot of help from the Department of Transportation. But it doesn't need a four-lane freeway going down in either direction.

I think what we need is the selective treatment of certain problem areas. On page 4 of the Assessment, it says that an alternative was considered which would involve widening of only those portions of the streets where congestion would occur. This was not considered reasonable because, according to the Assessment, it would require tapering of certain areas and that would create hazards in the traffic.

It would also require removing certain mature trees and apparently in this part of the Assessment that's considered a liability. In other parts of the Assessment, it's not.

I would suggest that perhaps you could deal with a few of the problem areas by having simply "turn only" lanes, especially at the intersection of Seventh and Lawrence. Between Lincoln and Lawrence, perhaps you could add an extra lane there. That's one of the main congestion points - or Sixth and Lawrence - I should correct myself. If you added an extra lane just there for that one block, you'd relieve quite a bit of the congestion that occurs at rush hour traffic. That might require moving four of those trees there, but I think that would be preferable to removing all the trees along the entire length of the street simply to put in a single-minded four-lane approach.

I'd simply like to suggest that you take some of the money of this $1.8 million budget and take it out of the heavy equipment section of this contract and put it into the design section. Go back to your office and come up with, perhaps, a few more creative alternatives which might meet the needs of Eugene a little bit better.

MR. GIX: Thank you. Rob Thallon.

MR. ROB THALLON: My name is Rob Thallon and I live at 1428 E. 20th in Eugene. I've lived in this area for 15 years and my business has been on 4th Street for the past five years, so I use Sixth and Seventh Streets quite a bit both as a pedestrian and as a motorist.

As a motorist, I find no need to widen Sixth or Seventh Streets and I've never found congestion there that seemed objectionable to me, only on the area just past the Washington Street on-ramp on Seventh coming east, have I ever been in what I consider a traffic jam.

And I walk a lot in the area as well and I see making the roadway wider as definitely - I walk specifically on the part that has already been widened and the way I feel about it, it really does cut Eugene into two parts, maybe three if you consider the Hult Center to be on an island. And I really think that the City needs to be unified to grow. The downtown old business section, the Hult Center, the Fifth Street Market and the park - I see that all as one thing and I think it needs to be unified rather than cut with an arterial.

Having driven through the whole of this city for 15 years, people keep mentioning Willow Creek. I know I drive through the City and you need to drive through the City, but I use 11th Street and I use 13th Street and I use 18th Street and I think if you are talking about the Willow Creek area developing as a certain commerical area, that the trucks and the kind of commercial traffic that that generates ought to be put out onto the - onto the ring road system, the - what's it called - Belt Line. Those trucks are going to Portland and they're going to Los Angeles and so forth. They don't have need to go through Eugene. And even if they're just going to Springfield, it's pretty much faster to go out on the Belt Line.

So, I think that if there's any money in the budget to put into making the downtown section of the street widening which has already been completed more compatible to pedestrians, that's my basic suggestion. Thank you.

MR. GIX: Thank you, Rob. I have one more card here and it is not marked whether they want to make a statement. Alan Stein. Okay, fine.

MR. ALAN STEIN: Thank you for giving me this opportunity. My name is Alan Stein. I'd just like to look at the whole Eugene area and let's face it, most of us are transplants. We all came here for a special way of life and there's a specialness in Eugene that we live here. I'm not saying that we don't need to improve the roadways, but we can't go ahead and kill trees because of cost justifications and I question what those cost justifications are.

I'd just like to share my own feelings. Yes, I am also a businessman on Seventh Street, I have a store there, an antique store. From my perspective, when I look out my store, I have a big huge old growth maple tree and it's really high, it's really wide. Not only that, in front of my store, I counted I have ten feet of grass and hedges in front of my store. Okay, these are the things to me that make Eugene very special - the grass, the hedges, the trees, the fresh air.

Now if you just go a few blocks further down near the Hult Center, there's no longer any big trees, there's no longer any grass. What's there is entire black pavement with little boxes of trees and instead of grass you have some bark mulch. That, to me, lost that specialness that everybody came here to Eugene for.

I never heard of the word health brought up and I'd like to bring about some mentions about health. Basically, by widening the roads, you are having less oxygen, less ions and less screens and increasing the toxic fumes in the area and I wonder if the impact ever did any research on ions.

An ion is something that nobody knows what it is. Ions comes from living organizms basically trees and the ocean, and once you take that away and you put concrete there, you deplete ions and that's why if you go into a big city it feels dead. There's no ions there. And now in the health industry, ion generators are put in office buildings and all these places to try and bring back those ions that you take away from trees.

I would just like to ask one other thing. That is the main thing I would like to say. But when I came here, I noticed that there was TV cameras and they filmed the very beginning portion. And that beginning portion definitely dealt with pro-development. I want to know why the rest of Eugene cannot see the majority of the people speaking out that we don't need the roads widened. Thank you.

MR. GIX: Thank you, Alan. Bruce Clark.

MR. BRUCE H. CLARK: My name is Bruce Clark and I have a business, Land Realty, located at Seventh and Lawrence. I have owned the building there for about six years. We've restored it. It's one of Eugene's historic places.

When I first looked into this project, I had some ambivalence. I was aware of the fact that it would increase the value of my property because there are three lanes and four lanes would mean more traffic through one of the busiest arterials of the town, and it would increase the exposure of the property and help the drainage there. The inconvenience of the roadway being constructed there is not an overwhelming obstacle. It wouldn't be too much of an inconvenience for us. But it seems like this is rather a shortsighted approach when you really look at the large concepts, the very critical concepts here.

I think - I'm really indebted to a lot of the people in the audience here for pointing out some things to me that I really hadn't considered enough, and that is, the crucialness of the trees in our whole life scheme here and what we're considering and debating here really has an importance that's far beyond this mere aspect of a street. What we're really talking about are some big concepts like growth and population control. Actually, population control is probably the central issue because if we continue to run from the consequences of population growth by making it easier for everybody and subsidizing growth and saving ourselves from the harmful consequences of growth, we're running from our future.

For example, when we took this one-half acre parcel at Sixth and Lawrence, we looked at it from some premises that the trees were too beautiful to harm in any way. What we did was we looked at the trees and all the ones that were healthy we felt that we could save them, which we did. At the time we got the property, there were 10 huge fir trees probably pushing a 100 years old, and of those 10 that lined Seventh Avenue there, we only had to take out one of the fir trees in order to get an egress there.

I think that that might be a better approach for the Sixth-Seventh arterial system is to look at these roads and say, all right, let's say we're going to do some work here, let's take these mature trees - I didn't realize they had that large of a life span. I think it's important to look at them as - well maybe we have a life span of a 100 years at the most. Maybe we're kind of expendable but a tree -

a 200-year old tree, well maybe - that's a while to grow and maybe we should reorder our priorities here and take a look at those trees and maybe if we have to wait a little longer to get across the Emerson land right there at that intersection, I don't see any problems that can't be lived with. I see the traffic every day and even during the Christmas season it can be dealt with.

So I am starting to rethink this whole thing there. I think it's about time we maybe think in terms of those trees as bringers of life. That they are enhancing the atmosphere that we're breathing and think do we have to cut them down or - that is, there's a single-mindedness where you look down the freeway and you see - my God we'll have to - we can't curve around those - the boulevard wouldn't be straight then. Maybe there's another way to look at it. Maybe a kind of - a lack of single-mindedness sometimes has a certain beauty to it that if you have three trees here and maybe a couple more that are missing, then maybe that could be lived with.

I just think that Eugene has way too much ugliness in it already. It seems like just in the last 20 years that the ugliness coefficient in Eugene has increased dramatically. I think it's wonderful that we have a Hult Center for the performing arts now. It's a wonderful thing. I have season tickets to most of the events there. But the stark concrete reality that we're perpetuating and encouraging in this town is really discouraging. It's just making me stop and think, what are we creating here.

In short to summarize my main concept here, I think that we'd better rethink our priorities as far as growth is concerned. Maybe that really isn't the issue here. That is, maybe this isn't the priority to encourage growth and to facilitate growth. Maybe we should make growth more difficult and think in terms that what are the next several hundred generations going to have to work with, and that is, trees and a way of handling things.

And if we let our population continue to go out of control and if we continue to put up with this kind of thing, then maybe we've sold our birthright, and maybe it comes down to the point where we should consider that maybe trees have certain rights. Perhaps trees maybe are even more important than we are in certain ways. And I guess it gets back down to a reverence for life that I think we're being a little bit too casual with the trees and how we relate to them.

MR. GIX: Is there anybody else in the audience who would like to speak here? I'm asking if they want to - if somebody hasn't already made a presentation if they want to do that. Would you like to come up to the podium and identify yourself.

MRS. JOSEPH FOX: I'm Mrs. Jane Fox and I live at 340 North Adams Street. And I must say I agree with most of the people. I'm not in favor of widening Sixth and Seventh at all. And I certainly have a reverence for trees.

However, there's one thing that I think we should point out that I'm sure had a great influence on the decision - or will have on the decision of the City Council, and that is the business in the area. And so I would like to emphasize the point that one speaker made that rerouting the traffic to the industrial areas would relieve a great deal of the traffic on Sixth and Seventh. And if that were rerouted so that it didn't bisect the City, it could serve the same purpose as widening the street. Thank you.

MR. GIX: Yes.

MR. TOM GOLDEN: Tom Golden and I'm from the Santa Clara area. I'm sorry I did not fully understand the procedures tonight. I did want to say this. I appreciate the remarks of the other businessmen that are here that are presently on Sixth or Seventh Street and I would ask the Highway Department if they have included in their study of this project an economic impact study.

We are not coming out of three years of fat, we are coming out of three years of lean. A distruption to the business in that area for any sustained period of time, could be devastating to the businesses in that area which are so vital to the survival of the downtown Eugene area. And I believe that an economic impact should be looked at before this project is undertaken because a project of this size would undoubtedly disrupt the business in that area for a long period of time, and I reference only approximately two years ago the rebuilding of the trunkline of the sewage line on Coburg Road. The devastating impact it had on the businesses in that area and also the most recent reconstruction of River Road. And I personally know a small businessman in that area that was completely wiped out because of that street project.

Sixth and Seventh Street does need attention but I do not believe it needs to be widened. I do not believe the trees need to be removed. I believe that we need to look at the alternatives and consider the economic life of those two streets that are vital to the survival - to the economic survival of everyone of us in this room. Thank you.

MR. GIX: Thank you. I would like to remind everybody that you have ten days to submit written testimony, addressed to the subject of this hearing. I would add this one comment and I'm a little perplexed. If anybody can explain to me how you get the trucks to go some place other than they want to go, please pass that on to me. I'm not aware of any such plan that works. I've had a lot dealings with truckers and I haven't changed one yet.

(INAUDIBLE FROM AUDIENCE - NOT AT MICROPHONE)

MR. GIX: We don't have that authority. The City has that.

UNIDENTIFIED PERSON: See, that's the kind of point we're making. There's many alternatives which are available to you rather than just the Build and No-Build alternatives. We're asking you to conceive creatively alternative options -

MR. GIX: What I would like is some facts about where this has been successfully done in some other place. And that's the only point I wanted to make.

(INAUDIBLE FROM AUDIENCE - NOT AT MICROPHONE)

MR. GIX: Nothing is exactly like this - I think I'm going to have to end this hearing now and I will be glad to carry on this discussion with anybody. I think we have covered the testimony and I appreciate everybody coming here and I certainly have learned a lot from this process. (Hearing adjourned at 9:40 p.m.)

CARD COMMENTS

BAR-N-DEE TROPHIES: Will local contractors be used?

MR. DON FEREBEE: I feel that before anything is done on 6th and 7th Street, it would be wise to finish the project from River Road to 8th and Chambers and see what impact, traffic increase or reduction will be involved from this. I have been on this corner about five years and have not seen any undue traffic slow ups.

MR. MARK JACKSON: I do not see a need to repave 6th Street between High and Pearl. I looked carefully at the pavement and see no cracks or buckling. I oppose it because it would block access to my business during our peak season, costing us possibly tens of thousands of dollars. Considering the cost of repaving and the cost to my business, the condition of the roadway does not justify it.

MR. GERALD McDONNELL: Negative observations: 1. At the intersection of 6/7th Avenues and Willamette Street the proposed widening improvements constitute a negative impact to a major pedestrian way. Projected demographics indicate that 1.3 - 1.5 million pedestrian users. 2. An increase of street width will bifurcate the Eugene Civic Centre from the existing downtown fabric.

MR. ALAN STEIN: Shifting in curved roadway should be considered so that we can save old growth trees. Eugene is special downtown and with rows of trees and no grass it will look like any town USA. Please give me the environmental report dealing with ions.

Dec 10, 1983

Barber
23561 Vaughn Rd.
Veneta Oregon
97487
503 935 7701

Oregon Dept. of Transportation:

I want to comment on the proposed widening of 6th and 7th streets in Eugene. The cutting down of so many fine trees would be a travesty. Trees, more than anything else are what make a city beautiful and liveable and urban deserts are good for no one.

Secondly, one extra lane would not carry much more traffic or relieve congestion, congestion which is relatively mild. Four lane streets are unpleasant to drive on since it is difficult to get from one side to the other and hard on pedestrians. Proponents to raise the speed limit on the st to and syncronise traffic lights are much more reasonable.

At a time when other important government agencies and taxpayers are hard pressed for money, luxury expenditure for roadbuilders are extremely unwise and galling. The era ~~The~~ for building roads and destroying nature mindlessly is over I surely hope.

Sincerely,

William Barker

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December 11,1983

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JAN 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ODOT
Envirnomental Section
412 Transportation Building
Salem, Oregon 97310

Dear Sir;

The widening of sixth and seventh streets is unnecessary. Our top priority is to maintain the quality of our environment. Cutting down 138 trees and putting two four-lane slow freeways through Eugene does not create an environment that will attract businesses, shoppers or tourists.

The plan for widening is based on an outdated projection of population growth (100% by year 2000) and downtown business growth (136% by year 2000). Both projections are, in view of present trends, greatly overestimated.

A compromise plan of re-surfacing the existing roadbeds on sixth and seventh streets, along with overhauling the approaches and off ramps at Ferry and Washington streets, better signaling systems, increasing speed limit and other traffic reorganization efforts would be more effective and less destructive than the widening plan.

I'm not a liberal, long hair. I'm your basic taxpaying Oregonian who doesn't want a freeway in her backyard.

Sincerely,

Carol J. Clarke

Carol J. Clarke
931 Van Buren
Eugene, Oregon 97402

cc: U.S. Sen. Hatfield, Packwood, St.Sen. Hendriksen,St. Rep. Burrows
U.S. Rep. Weaver

Save the old trees

I agree wholeheartedly with William Barber's letter of 10-17: There is no justification for expanding 6th and 7th avenues between High and Garfield from three to four lanes.

The financial costs of this street-widening scam are outrageous. Here in Eugene, despite the fact that our leaders spell Center "Centre," we're basically simple folks. We need neither gold-plated streets nor platinum curbing, both of which I assume must be an integral part of a project that's going to cost us $7.8 million.

The aesthetic and environmental costs, though, are even higher: 138 of the largest, oldest, and most beautiful oaks and maples in the city will be destroyed. To the Highway Division they're "jumbled and irregular." To me they're green living monuments representing Eugene's common-sense appreciation of the quality of life. I know many out-of-towners who have commented favorably on Eugene's foresight in preserving our old trees throughout the city. They tell angry stories of magnificent trees in cities across the country sacrificed to make streets slightly more convenient for speeding traffic, but increasingly ugly and dangerous for people.

There is something jumbled and irregular in our fair city, however. It's the thinking of the state and federal highway divisions. At least three public hearings will be held on this issue beginning Nov. 22. Please attend these meetings and write to the Eugene Planning Commission, the Eugene City Council, and the Oregon Department of Transportation. Let the local asphalt addicts know that we don't want our hard-earned tax dollars wasted in this way or our beautiful old trees cut down.

JEROME GARGER
3460 Pearl St.
Eugene

Don't widen 6th, 7th

Aspects of a proposed six-year Highway Improvement Plan, affecting projects in the Eugene-Springfield area, were debated at a public hearing [illegible] I attended that hearing to learn more about various proposals and to express opposition to the scheduled widening of 6th and 7th avenues between High and Washington. It is important to think carefully about immediate and future implications of the widening of these streets before this project advances to the construction stage.

Increased traffic on these streets will bring more air and noise pollution to the center of town and to nearby residential areas. The widening of 6th and 7th will make an island of the Hult Center and convention headquarters by decisively severing them from the heart of Eugene, when, in fact, these facilities are a logical point of culmination at the north end of the long pedestrian axis of Willamette Street Mall. Heavy traffic flanking the Hult Center will not enhance it as a point of destination, nor will it add to the aesthetic quality of this monumental place.

The widening of 6th and 7th will also inhibit development of any future pedestrian connection between the center of town and the vital shopping precinct of the Fifth Street Market area. Lamentably, this project would also mean destruction of the grand old maples that have lined portions of these streets for so long. I strongly urge all those concerned about quality of life in Eugene to speak out against the widening of 6th and 7th avenues.

RON LOVINGER
1445 E. 21st Ave.
Eugene

Traffic's no problem

As new residents of Eugene we are enthusiastic about this wonderful city that really defines what "quality of life" is about. We read with some concern, though, about plans to widen 6th and 7th streets and in the process cut down many old and beautiful trees. These are the streets that out-of-towners drive on most, and if they are widened and the trees go, people entering Eugene will see only another ugly urban area and not a beautiful city with a sensible sense of scale.

Four-lane streets are hard on pedestrians and unpleasant to drive on because it is difficult to get from one side to the other. As to the presen concern about traffic congestion, don't think people here who would worry about traffic on these streets have an accurate idea of what re traffic problems are. Traffic actuall moves fairly well on 6th and 7th, certainly as well as on many of the streets near downtown.

Obviously, people who make dec sions here know how to create and keep a beautiful city. But please don't cut out so much beauty and turn it int ugliness. If you make Eugene into big city I doubt that you will be pleased with the result.

WILLIAM BARBER
4143 Fuller St.
Eugene

Attached to Carol J. Clarke's
Letter

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Petition

Petition to save the Trees along 6th + 7th

The State Highway Department plans to widen sixth and seventh streets starting next year which will result in chopping down 50 of the large maple trees. We do not want the roads to be widened or the trees to be cut down. This petition will be presented to the highway commissioners at the NOV. 30 meeting, Harris Hall at 7:30pm.

ORIGINAL PETITION SUBMITTED BY CAROL J. CLARKE ON FILE IN COMMISSION'S FILES, SALEM, AND SIGNED BY APPROXIMATELY 291 PERSONS.

7750 Onyx St
Eugene, Or 97403
8 Dec. 1983

Oregon
Dept of Transportation
Environmental Section
412 Transportation Bldg.
Salem, Or 97310

Sirs & Mesdames,

I am attaching an article which appeared in the Register-Guard two days ago. It expresses very well my thoughts and feelings about the proposed widening of 6th and 7th avenues between the Ferry St and Washington St. bridges. I am very much opposed to this widening and judge most Eugeneans to feel the same. (The only letter to appear in support was signed by a sand and gravel miner who is head of [illegible] roads committee of the Chamber of Commerce). Please make this objection part of the hearing record. Thank you

Sincerely
Sidney Wilbert.

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DEPARTMENT OF TRANSPORTATION

Need probably '15 to 20 years away'

12/6/83

Videning project labeled premature

ly **DON GENASCI**
d **RON LOVINGER**
r The Register-Guard

te of Oregon and the City of e proposing to begin con n the first stage of an eight- vay from the Ferry Street connect with Highway 126 : proposed Willow Creek de- area. The first stage of this e widening of 6th and 7th tween the Ferry and Wash- et bridges.

idening project was devel- esponse to the Metro Plan -2000 Plan projections of a a population of 277,000 and e in employment in the met- rea from 59,680 jobs in 1970 jobs by the year 2000, an f 125 percent.

downtown this projection into 22,820 jobs by the year 136 percent from the 1970 9,680. Downtown employ- resently 9,682 (1982), down 78 high of 11,115. The major or the widening of 6th and es is the projected increase ment and shopping in the , as well as the proposed de- of industry and housing in Creek area.

nasci is an associate pro- architecture, and Ron a professor of landscape ure, at the University of

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er, the Oregon Department ortation's environmental as- for the 6th and 7th widening pon an unrevised population 285,850 for the year 2000. suggests that there will be a t increase in the traffic on ets, which will be accommo- widening. This report does ler any traffic management es to street widening.

xth policy of the T-2000 Plan lthough advance plans for highway . . . improvements redeveloping areas shall be l, actual construction or im- ion shall not take place until need is shown . . ." It is that the need for the extra capacity on 6th and 7th is at least 15 to 20 years away.

Under the discussion of this item the plan further states that: "Public investment in transportation facilities should not take place until private development is imminent and an actual demand for the public facilities and services has been demonstrated."

In addition to the necessary extra cost, the widening of these streets will be of dubious benefit for the downtown, in terms of noise, pollution and increased traffic:

1. The increased traffic on 6th and 7th avenues will further separate the areas of the downtown, which contravenes the planning principles and policies of the Downtown Commission and the Planning Department, who are attempting to increase connections between the elements of the downtown and adjacent neighborhoods, in order to improve the use of the downtown. Especially vulnerable to the widening of 6th and 7th is the continuity of Willamette Street, which is important for the improvement of shopping and its connections to the Hult Center, the Fifth Street area, the butte and along the river.

2. As 6th and 7th are further modified to carry more traffic, their qualities as shopping streets with pedestrian use will be reduced even further than at present. They will increasingly become specialized traffic arteries, with reduced access — barriers to the continuity of downtown.

3. The widening of a major street inevitably draws more traffic because of its effectiveness as a channel for traffic. Thus there is a major tendency to develop unnecessary demand where it is not desirable. The conflict between 6th and 7th as a highway and the need for the downtown to retain its qualities and character will only be increased by the widening of these streets. Their widening now helps to ensure that they will become congested in the future, and thus candidates for more widening and the necessity for limited access to the increasing detriment of the downtown.

The widening of these streets will necessitate the removal of 36 trees in the first stage and some 128 trees in all the three stages. These trees are in the main mature and extremely important to the quality of the downtown. Their removal would constitute one more act of vandalism in the name of progress in Eugene.

The necessity for widening these streets seems to be predicated on the assumptions that:

1. The projected population growth of the Eugene metropolitan area to 277,000 will necessitate a 30 percent increase in the traffic on these two streets.

2. That even though this need is at least 15 to 20 years away, it is efficient to widen the streets now, because they are due for rebuilding. It seems likely that the major reason for widening now may be related to a perceived savings which the State of Oregon would make in widening at a time when the state engineer has declared that the present condition of 6th and 7th avenues requires rebuilding. However, this rebuilding does not require widening. He has also stated that certain savings would occur if the rebuilding and the widening were done simultaneously.

3. That given the projected need to increase the capacity of these streets by 30 percent, this increase can only be accomplished by widening. In fact, there are a number of traffic management techniques which would eliminate the need to widen these streets and still allow for a 30 percent increase in traffic. The first policy of the T-2000 Plan states that: "Traffic management techniques shall . . . be investigated and . . . implemented as a first alternative to major construction (in order) to provide additional capacity on existing streets."

In discussion with the Public Works Department, it seems apparent that the congestion at the Washington and Ferry Street bridges can be solved locally, and does not necessitate a general widening of the street.

The 25 percent increase in capacity which may be required by the year 2000 to serve the industrial areas west of Eugene does not necessitate the widening of 6th and 7th avenues. This increase in capacity may be effected by:

1. Improving the technology of the signaling system, in order to move traffic through this area more efficiently. (Some, but not adequate, improvement in signaling is included in the current Transportation Improvement Program.)

2. Improving the junctions at the Ferry and Washington Street bridges (this improvement is also included in the current T.I.P.)

3. A minor reorganization of the one-way system in conjunction with the Ferry Street Bridge (High Street W.W. south).

4. The reduction of the volume of through traffic on 6th and 7th by rerouting through vehicles onto the freeway system.

5. Accepting the present level of service D in the downtown, instead of improving the level of service suggested in the widening (at the Washington and Ferry Street bridges the service would be improved).

6. Increasing the speed limit to 30 mph.

It seems counterproductive to remove mature trees and to include unnecessary traffic, while so much effort is being expended to increase the economic viability and the qualities of the downtown. Surely, these must be our priorities, rather than the most efficient movement of traffic, much of which would have no involvement with the downtown and would serve to further separate the parts of the center of Eugene.

This is not an argument against progress, but for a particular kind of progress which has as its major priority the actual economic and qualitative improvement of the central area of Eugene, rather than its further erosion and separation.

The Oregon Department of Transportation will conduct a public hearing on this issue in the Eugene City Council chambers on Dec. 8 at 7:30 p.m. Letters to the state will be accepted up to 10 days after the hearing, and should be addressed to ODOT, Environmental Section, 412 Transportation Building, Salem, OR 97310.

On Jan. 12, 1984 the Eugene Planning Commission will hold a public hearing, also in the council chambers, at 7:30 p.m. And on Jan. 23 the Eugene City Council will conduct its public hearing at 7:30 p.m. in the council chambers.

Where to reach public officials

U.S. Sen. Mark O. Hatfield, 322 Hart Senate Office Bldg., Washington, D.C. 20510. Phone (202) 224-3753.

District offices: 475 Cottage St. N.E., Salem 97301. Phone 363-1629. Room 107 Pioneer Courthouse, 555 S.W. Yamhill St., Portland 97204. Phone 221-3386.

U.S. Sen. Bob Packwood, 259 Russell Senate Office Bldg., Washington, D.C. 20510. Phone (202) 224-5244.

District office: 1220 S.W. Third St., Suite 385, Portland 97204. Phone 221-3370.

U.S. Rep. Jim Weaver, 1226 Longworth House Office Bldg., Washington, D.C. 20515. Phone (202) 225-6416.

District office: Federal Building, 211 E. 7th Ave., Eugene 97401. Phone 687-6732.

State senators: **Steve Starkovich**, District 14. **Margie Hendriksen**, District 20. **Edward N. Fadeley**, District 21. **William "Bill" Frye**, District 22.

Address: Oregon State Senate, Salem 97310.

State representatives: **Chuck Bennett**, District 38. **Grattan Kerans**, District 39. **Carl Hosticka**, District 40. **Mary McCauley Burrows**, District 41. **Larry Hill**, District 42. **Larry L. Campbell**, District 43. **Peggy Jolin**, District 44.

Address: State House of Representatives, Salem 97310.

(Attachment to Herbert's letter)

-45-

N d probably '15 to 20 years Ne 12/6/83

Widening project labeled premature

By DON GENASCI
and RON LOVINGER
For The Register-Guard

The State of Oregon and the City of ene are proposing to begin conction on the first stage of an eight- highway from the Ferry Street ige to connect with Highway 126 ond the proposed Willow Creek depment area. The first stage of this j is the widening of 6th and 7th nues between the Ferry and Wash-on Street bridges.

This widening project was develd in response to the Metro Plan the T-2000 Plan projections of a ro area population of 277,000 and ncrease in employment in the metolitan area from 50,680 jobs in 1970 34,440 jobs by the year 2000, an ease of 125 percent.

In the downtown this projection islates into 22,820 jobs by the year I, up 136 percent from the 1970 ıre of 9,660. Downtown employnt is presently 9,682 (1982), down m a 1978 high of 11,115. The major etus for the widening of 6th and avenues is the projected increase employment and shopping in the vntown, as well as the proposed deopment of industry and housing in Willow Creek area.

Don Genasci is an associate prosor of architecture, and Ron vinger a professor of landscape chitecture, at the University of egon.

It is difficult to know when growth l begin in downtown Eugene, or will nmence in the Willow Creek area. we are clearly looking at signifitly more than 20 years to achieve number of jobs and shopping and traffic generation projected for the vntown in the T-2000 Plan. The retion in the rate of growth which gene has experienced since 1978 st call into question these earlier jections.

However, the Oregon Department Transportation's environmental assment for the 6th and 7th widening based upon an unrevised population ure of 285,850 for the year 2000. s study suggests that there will be a percent increase in the traffic on se streets, which will be accommoed by widening. This report does consider any traffic management rnatives to street widening.

The sixth policy of the T-2000 Plan tes: "Although advance plans for eet and highway . . . improvements . (in) redeveloping areas shall be veloped, actual construction or immentation shall not take place until lefinite need is shown . . ." It is bable that the need for the extra capacity on 6th and 7th is at least 15 to 20 years away.

Under the discussion of this item the plan further states that: "Public investment in transportation facilities should not take place until private development is imminent and an actual demand for the public facilities and services has been demonstrated."

In addition to the necessary extra cost, the widening of these streets will be of dubious benefit for the downtown, in terms of noise, pollution and increased traffic:

1. The increased traffic on 6th and 7th avenues will further separate the areas of the downtown, which contravenes the planning principles and policies of the Downtown Commission and the Planning Department, who are attempting to increase connections between the elements of the downtown and adjacent neighborhoods, in order to improve the use of the downtown. Especially vulnerable to the widening of 6th and 7th is the continuity of Willamette Street, which is important for the improvement of shopping and its connections to the Hult Center, the Fifth Street area, the butte and along the river.

2. As 6th and 7th are further modified to carry more traffic, their qualities as shopping streets with pedestrian use will be reduced even further than at present. They will increasingly become specialized traffic arteries, with reduced access — barriers to the continuity of downtown.

3. The widening of a major street inevitably draws more traffic because of its effectiveness as a channel for traffic. Thus there is a major tendency to develop unnecessary demand where it is not desirable. The conflict between 6th and 7th as a highway and the need for the downtown to retain its qualities and character will only be increased by the widening of these streets. Their widening now helps to ensure that they will become congested in the future, and thus candidates for more widening and the necessity for limited access to the increasing detriment of the downtown.

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State senators: **Steve Starkovich**, District 14. **Margie Hendriksen**, District 20. **Edward N. Fadeley**, District 21. **William "Bill" Frye**, District 22.

Address: Oregon State Senate, Salem 97310.

State representatives: **Chuck Bennett**, District 38. **Grattan Kerans**, District 39. **Carl Hosticka**, District 40. **Mary McCauley Burrows**, District 41. **Larry Hill**, District 42. **Larry L. Campbell**, District 43. **Peggy Jolin**, District 44.

Address: State House of Representatives, Salem 97310.

(ATTACHMENT TO Herbert's letter)

RECEIVED
JAN 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DEC. 8, 1983

RECEIVED
JAN 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON DEPT. OF TRANSPORTATION:

Following tonight's hearing / open forum concerning the widening of 6th & 7th Ave. in Eugene, I felt it was in the best of interest to voice my opinion. I must begin that an overwhelming majority that spoke were against the widening of the two streets concerned between Garfield & High street (focusing in on phase I). I must also point out that they came from varied backgrounds and point of views, but it all boils down to the widening (as it is stated now) not supporting Eugene in its own best interest.

I would like to state 3 points that stick out foremost in my mind:

1. The accuracy of projected increases in traffic volume, population increase concerning growth refering to the T-2000 plan & Metro plan. (I would hope traffic volume would decrease due to petroleum availability, price increase in fuel.)
2. Eugene has been awarded numerous times about its city tree beautification. (Destruction of the identity of Eugene, Oregon, etc. shouldn't be ignored — the Oregon maple should stand the test.
3. As a landscape architect, I feel the need for more alternatives than the two extremes should be generated by your designers. The more attention put into the original concept

and thoroughly worked out as a whole will benefit the people of Eugene in the future years — we have to look farther than 20 years or 50 years. I'm very thankful that someone planted those inspiring oregon maples for us to enjoy and appreciate.

Please take these comments into consideration when you seriously think about this project, there is so much more at stake than just traffic flow, we need to get to the heart of the matter, and how we feel/experience about places. I think "the cathedrals" of Eugene" should remain.

Thank You—

james d. ingels

james d. ingels
1950 E. 28th.
Eugene, OR.
97403

RECEIVED
JAN 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 10, 1983

Re: Proposed widening of 6th and 7th Avenues, Eugene

ODOT - Environmental Section
412 Transportation Building
Salem, Oregon 97310

To whom it may concern:

I write to encourage that alternatives to the Build/No Build options be considered relative to the proposed widening of 6th and 7th Avenues. I am opposed to the widening of these streets at this time. The population of Eugene is currently in decline with no indication that it will grow considerably in the next few decades, and there is doubt that the Willow Creek industrial area will be developed appreciably in the future. Most citizens of Eugene do not want to encourage traffic increases within the city. The Build plan is uncalled for although repairs and some traffic diversion are desirable.

Increased traffic on broader streets would bring more air and noise pollution to the center of town and to nearby residential areas. The widening of 6th and 7th would make an island of the Hult Center and convention headquarters by decisively cutting them from the heart of Eugene, when in fact, these facilities are a logical point of culmination at the north end of the long pedestrian axis of Willamette Street Mall. Heavy traffic flanking the Hult Center will not enhance it as a point of destination, nor will it add to the aesthetic quality of this monumental place.

The widening of 6th and 7th will also inhibit development of any future pedestrian connection between the center of town and the vital shopping precinct of the Fifth Street Market area. Lamentably this project would also mean destruction of the grand old maples that have lined portions of these streets for so long. They are not ready to die. I strongly urge you on behalf of thousands of Eugeneans to reconsider the widening project.

Thank you,

Nena B. Lovinger

Nena B. Lovinger
1445 E. 21st Ave.
Eugene 97403

RECEIVED
JAN 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10 December 1983
2643 Kincaid
Eugene 97405

Dept. of Transportation
Salem, Oregon

Dear Friends:

I admit, to begin with, that I am biased in favor of alternatives to automobile travel. I either walk, bicycle, or bus, except for occasional family trips out-of-town.

In considering the widening of 6th and 7th Avenues in Eugene, the subject of a December 8th hearing in Eugene, it is hard for me to reconcile the fact that "improving" streets actually encourages more automobile traffic. I question whether we really should be encouraging the auto-compulsive. Let's put more money into building safe bicycle corridors, and into a better bus system.

Removing the old trees along 6th and 7th is particularly distasteful to me. The presence of mature trees adds a sense of livability which young trees just don't provide.

I'd like to see this entire project scrapped as unnecessary and undesireable.

Sincerely,

Gerald Morsello

Gerald Morsello

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DEC 14 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WESTSIDE NEIGHBORHOOD QUALITY PROJECT
LINCOLN SCHOOL rm.13

December 8, 1983

Robert Wheeler
chairperson
941 Almaden
Eugene, OR
97402

Oregon Department of Transportation
Environmental Section
412 Transportation Building
Salem, Oregon 97310

RE: Widening 6th/7th Avenues from High Street to Garfield Street

Dear Department of Transportation;

A number of transportation projects are currently being considered for the metropolitan area which will impact the Westside Neighborhood Quality Project. These projects have been the focus of several recent WNQP monthly meetings. The State of Oregon Department of Trabsportation is presently assessing a project which would rebuild and widen 6th and 7th Avenues through downtown Eugene. This project is one proposed by the T 2000 Plan as a first phase, with construction of a 4-6 lane freeway along this same route by the year 2000.

The WNQP, after lengthy discussions with City and County traffic engineers, concerned citizens, and having reviewed the draft Environmental Impact Statement opposes the widening of 6th and 7th at this time. The analysis of the project inadequately addresses issue which must be central to the decisionmaking process. Foremost is whether there has been an assumption of need versus a showing of definite need. Further, the proposed design necessitates the removal of a large number of mature trees along these streets without any in-depth assessment of design alternatives. The analysis also neglects a careful scrutiny of the impacts on the Westside Neighborhood and downtown Eugene, and the very quality of life we have sought. There is no discussion of alternatives: traffic capacity can be increased significantly through other means. The State of Oregon must access these concerns within the context of the guidelines set our by the Metropolitan Area General Plan, the controlling planning document.

1. Definite Need: The State apparently has two objectives in embarking on this project: maintenance of the facility by reconstruction and widening to accomodate projected traffic volumes at some point in the future. These projects are being done in tandum as a more efficient use of State funds, versus waiting 15 to 20 years until there is a definite need to embark on the widening project. We would seriously question the assumptions upon which the projected traffic volumes, and hence assumption of need, were derived from. Firstly, these assumptions are based on an 125 per cent population increase in the metropolitan area by the year 2000. And, that demand on 6th and 7th will be heightened specifically by the projected increase in downtown employment and shopping, as well as the proposed industrial and housing development in the Willow Creek area.

Obviously, there has been an abrupt turn in the growth of the metropolitan area. Recent significant decreases in the area's population raise serious doubt as to the soundness of these population projections. Further, the projected increase in downtown employment relies upon a 136 per cent increase in the number of jobs in the downtown area by the year 2000, to 22,820 jobs, over the 1970 figure of 9,660. Downtown employment is presently 9,682 jobs (1982) down from a 1978 high of 11,115. The increase in the number of jobs in the last 12 years, then, is less than 1 per cent. Economic growth in west Eugene and Willow Creek is dependent upon market forces which may or may not develop before the year 2000. It is difficult to know when the projected growth will begin, but we are clearly looking at significantly more than 20 years to achieve the number of jobs and traffic volumes projected for the Downtown in the T 2000 Plan. The reduction in the rate of growth which Eugene has experienced since 1978 must call into question these earlier projections.

The T 2000 Plan mandates that street and highway improvements be strictly scrutinized. The sixth policy of the T 2000 Plan states: "Although advance plans for street and highway ... improvements ... (in) redeveloping areas shall be developed, actual construction or implementation shall not take place until a definite need is shown ...". It is probable that the need for the additional capacity on 6th and 7th is at least 15-20 years away. Under the discussion of this item, the Plan further states that: "Public investment in transportation facilities should not take place until private development is imminent and actual demand for the public facilities and services has been demonstrated."

Presently, the Draft EIS states that the level of service is generally acceptable along 6th and 7th with the exception of the congestion at the Washington and Ferry Street Bridges. These areas of congestion could be solved locally and do not necessitate a general widening og the streets. Additional capacity could, likewise, be obtained through means other than widening, such as by improving the technology of the signaling system, reducing the traffic volumes on 6th and 7th by rerouting vehicles onto the freeway system, and by greater inducements to encourage the use of public transportation. These alternatives could provide approximately a 25 per cent increase in capacity. The first policy of the T 2000 Plan states that: "Traffic management technology shall ... be investigated and ...implemented as a first alternative to major construction (in order) to provide additional capacity on existing streets."

The substantiation of a definite need is mandated: growth projections must be scrutinized. Alternatives to major construction have yet to be discussed. The T 2000 Plan is in the beginning stages of a formal update to bring it into compliance with the Metropolitan Area General Plan. This process is the appropriate vehicle for analyzing these issues, and protecting the integrity of the planning process.

2. The Trees: Part of the charm and attraction of Eugene is its physical appearance which contributes greatly to the overall environment of the community. The beautiful tree lined streets of the Downtown and Westside Neighborhood are an important asset to the quality of these areas. The

mature trees, spreading to form a canopy over 6th and 7th Avenues invite you into the heart of our city. Consideration must be given to design alternatives to avert the erradication of the 134 trees presently targeted for removal.

3. Quality of Life: The Westside Neighborhood is closely connected to downtown Eugene and the major revitalization efforts undertaken in the last 15 years or so. An important goal of the City of Eugene, as expressed in its planning documents, has been to maintain the Westside Neighborhood as a vital part of the central city. Specifically, to ensourage the primarily residential nature of the neighborhood by preserving, restoring, and improving what contributes to the quality of life. Despite such a commitment, a number of forces are making it more and more difficult to maintain a quality, close-in residential neighborhood as the effects of urbanization take their toll.

Our neighborhood is surrounded and bisected by heavily traffiked streets. Not only is the resulting noise and pollution a threat to our quality of life, but the neighborhood is becoming isolated by the arterials surrounding it. It has been the policy of both the Planning Commission and Downtown Commission to increase connections between the elements of the downtown and adjacent neighborhoods in order to improve the use of the Downtown.

An enormous amount of energy has been concentrated into revitalizing the downtown core. The proposed widening would disrupt the sense of community central to the revitalization efforts by isolating the Hult and Conference Centers, the 5th Street Market and business district, the Butte and Willamette River areas from the rest of Downtown.

The widening of a major street inevitably draws more traffic because of its effectiveness as a channel for traffic. Thus there is a major tendency to develop unnecessary demand where it is not desirable. The conflict between 6th and 7th Avenues as a highway and the need for the Downtown to retain its qualities and character will only be increased by the widening of these streets. Their widening, now, helps to ensure that they will become congested in the future, and thus candidates for more widening and the necessity for limited access to the increasing detriment of the Downtown.

We cannot be too anxious to seize this opportunity for a State funded project which conflicts with planning priorities for Eugene's future quality of life. This project is at odds with the effort being expended to increase the economic viability and qualities of the Downtown. These must be our priorities, rather than the most efficient movement of traffic, much of which would have no involvement with the Downtown, and would serve to further separate the parts of the center of Eugene.

The Executive Committee of the WNQP goes on record in opposition to the widening of 6th and 7th Avenues for all of the reasons stated above.

Sincerely,

WESTSIDE NEIGHBORHOOD QUALITY PROJECT
EXECUTIVE COMMITTEE

By: Marilyn K. Odell
Vice Chairperson

10 December 1983

RECEIVED
JAN 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Re: Widening of 6th and 7th Avenues in Eugene

ODOT - Environmental Section
412 Transportation Building
Salem, Oregon 97310

To Whom it May Concern:

On December 8, I attended a public hearing at which opinions were expressed concerning the proposed widening of 6th and 7th Avenues (Eugene) between the Ferry and Washington Street bridges. I am convinced that it would be wrong at this time to widen these streets.

First of all a definite need for widening has not been shown. Eugene is not likely to experience the population increase that was projected in the T-2000 plan, nor the industrial development that some had hoped for in west Eugene. Testimony was offered at the hearing suggesting that traffic along these streets is rarely intolerably snarled or otherwise congested enough to be more than mildly bothersome. Therefore, it seems unnecessary to widen the streets, thereby eliminating the majestic broad leaf maples of historical import that arch grandly over the streets and provide inspiration to many who see them. These trees give life - let's not take theirs.

Increased traffic coursing through the center of Eugene would not enhance quality of life here, and would diminish desirability of neighborhoods adjacent to these streets. To encourage trucks to flow heavily through town on either side of the Hult Center/Convention Complex would erode the gracious ambience so many have striven to achieve through tremendous expenditure of creative energy and financial expense. With broader streets on both sides of area, it would become an island, not easily or comfortably approached by pedestrians. The vital 5th Street Market area would be further severed from the heart of Eugene, when in fact these two areas should be interwoven to encourage easy pedestrian flow between them. It is in the best interest of Eugene to consider 6th and 7th as downtown streets rather than as conduits for heavy traffic through town.

Please offer us alternatives rather than the extremes of Build or No-Build. Existing problems can be dealt with in less radical ways than widening the streets. While they are in need of repair, they definitely should not be widened.

Brad Stangeland

Brad Stangeland, 2345 Onyx St., Eugene 97403

527 Sterling Court
Eugene, OR 97404

December 12, 1983

RECEIVED
JAN 10 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Department of Transportation
Highway Division, Region 3
P. O. Box 1128
Roseburg, OR 97470

Subject: Comments on Garfield St. to High Street Section
Pacific Highway West

Gentlemen:

Having reviewed your study on the proposed 6th and 7th Avenue improvement, I would like to take this opportunity to express my thoughts on the project.

It has been a long time since the Oregon State Highway Department has had a major project in the city of Eugene. This project is needed for economic reasons alone if for no others, but there are other reasons. We must develop a better system for moving traffic in an east-west direction. The present system is becoming inadequate as the study confirms. The 6th and 7th Avenue improvement is an integral part of the T2000 plan in providing an east-west corridor. If we are someday going to connect West 11th and Green Hill Road to 6th and 7th with the "6th and 7th Connector" we must complete this project.

The only concern that I have is related to the existing trees. Many are mature trees very pleasant to look at. I am sure that they present a maintenance problem for the State, City, and local property owners. When we have high winds we always seem to get a few of the limbs in the street or on adjacent property. It seems to me that this would be an excellent time for Eugeneans to be involved in the selection of the types of trees that might be used to replace the trees that may have to be removed.

Through this involvement we might be able to enhance the appearance of 6th and 7th by selecting trees that flower in the spring or provide more colors in the fall. We could chose trees that would not grow as large or require as much maintenance.

This project could make a significant contribution to improving the appearance of the 6th and 7th Avenue corridor and it would enhance the value of the affected property.

Thank you for this opportunity.

ROSEBURG REGION
RECEIVED
DEC 14 1983

Very truly yours,

Gary A. Wildish

cc: ENVIRONMENTAl Section

2755 Spring Blvd.
Eugene, Oregon
97403
Dec. 12, 1983

O. D. O. T.
Environmental Section
412 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

I was not able to attend the meeting which was held in Eugene on Thursday evening, Dec. 8, but I have talked with those who did, I read the newspaper account and also saw the one on television.

I wish to go on record as very much opposing the cutting of those wonderful old trees on 6th and 7th to make way for a widening of the streets. As was pointed out at the meeting, and I will not attempt to repeat them here, there are viable alternatives and these need to be considered before such a rape of destroying those magnificent trees takes place. One thing that I don't believe was brought out at the meeting, is that the four lanes of 6th and 7th feed into the four lanes of Franklin Blvd.; the latter handles the traffic very nicely. My husband has pointed out that it probably is the fact that the speed limit is greater on Franklin and also there are fewer stop lights to hold up the traffic flow. There simply does not need to be the number of traffic lights on cross streets as there. You may say that this will add to the danger of accidents. Cannot people drive a few extra blocks to cross where there is a light? I do this all of the time to avoid crossing a busy street where there is no light!

* But let's save those trees. Some of them are 100 years old and can live to be 2-300. How can trees planted now even be compared to them (even if money in the budget were available.) .. I'm a Senior citizen and I speak for many others who won't bother to write.

Freda H. Young
Freda H. Young & husband

November 9, 1983

Oregon Dept. of Transportation:

I am writing in opposition to the plan to widen 6th and 7th avenues in Eugene. It seems absurd to spend millions of dollars to make our city more ugly. Better solutions should be sought to traffic congestion - which is not that bad, anyway, in comparison to many cities. The last thing to do is to encourage more traffic by widening the streets.

Sincerely yours,

Audrey Erickson

Audrey Erickson
2555 Agate St.
Eugene, Ore.

LANE REGIONAL
AIR POLLUTION AUTHORITY

(503) 686-7618
1244 Walnut Street, Eugene, Oregon 97403

Donald R. Arkell, Director

December 14, 1983

Mr. Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310

Re: Air Quality Report for 6th - 7th Widening Project

Dear Mr. Gilmour:

In our November 15, 1983 comments on the Environmental Assessment of the proposed 6th - 7th Widening Project we requested a copy of the detailed Air Quality Analysis Report, which you have provided. We have reviewed this document and have the following comments:

1. In the Summary you state that a section of 7th Avenue presently exceeds the 8-hour CO standard. This is not correct since no actual monitoring has taken place at this site. It would be correct to state that the model "predicts" an exceedance.

2. On page 3 you state that TSP standards have not been violated at Westmoreland School. The data you quote in Table 2 on page 11 contradicts this statement.

3. On page 3 you state that CO standards have not been violated at the LCC site since monitoring began nor at the 11th & Willamette site between 1978 and 1980. The data you quote in Table 2 on page 12 shows a violation of the 8-hour standard in 1978 at the 11th & Willamette site. Also, you have not included data from 1980 from the LCC site when a violation was recorded.

4. On page 3 under "Traffic Analysis" you state that the average daily volumes and speeds, as well as the peak 8-hour volumes and speeds, are the same for the Build and No Build alternatives. Is this correct?

5. On page 6, it is not clear where you obtained a background level of 3.7 mg/m^3 for 1983. Would you please clarify the generation of this number.

6. On page 7 under "TSP Impacts" you note that there is no reliable technique for predicting TSP emissions from automobiles. A review of the TSP SIP for the Eugene/Springfield AQMA would reveal the techniques used to generate both the exhaust emissions and road dust emissions.

7. The equation on page 8 used to estimate TSP levels needs additional explanation. You should also be aware that in your discussion of this pollutant no single source causes a violation. Rather, it is a combination of sources.

8. The data in Table 2 on page 11 should be adjusted as follows:

   Westmoreland School 1980 AGM = 53
   1981 AGM = 51

   LCC 1980 24-hr. max. = 137 (second highest = 136)
   1981 AGM = 49

9. In Table 2 on page 13 you should be aware that there is no longer an ozone standard of 160 ug/m^3.

10. On pages 18 and 19 in Tables 6 and 7 your modeling input parameters include a stability class "E," a mixing height of 1000 meters, and a receptor height of 1.8 meters. Why not use "F" stability, which occurs occasionally, a mixing height of 500 meters or less which occurs frequently, and a receptor height of 3 meters which is the EPA standard sampling height?

We appreciate the opportunity to review this document. If you have any questions regarding these comments, please feel free to call me at 686-7618.

Sincerely,

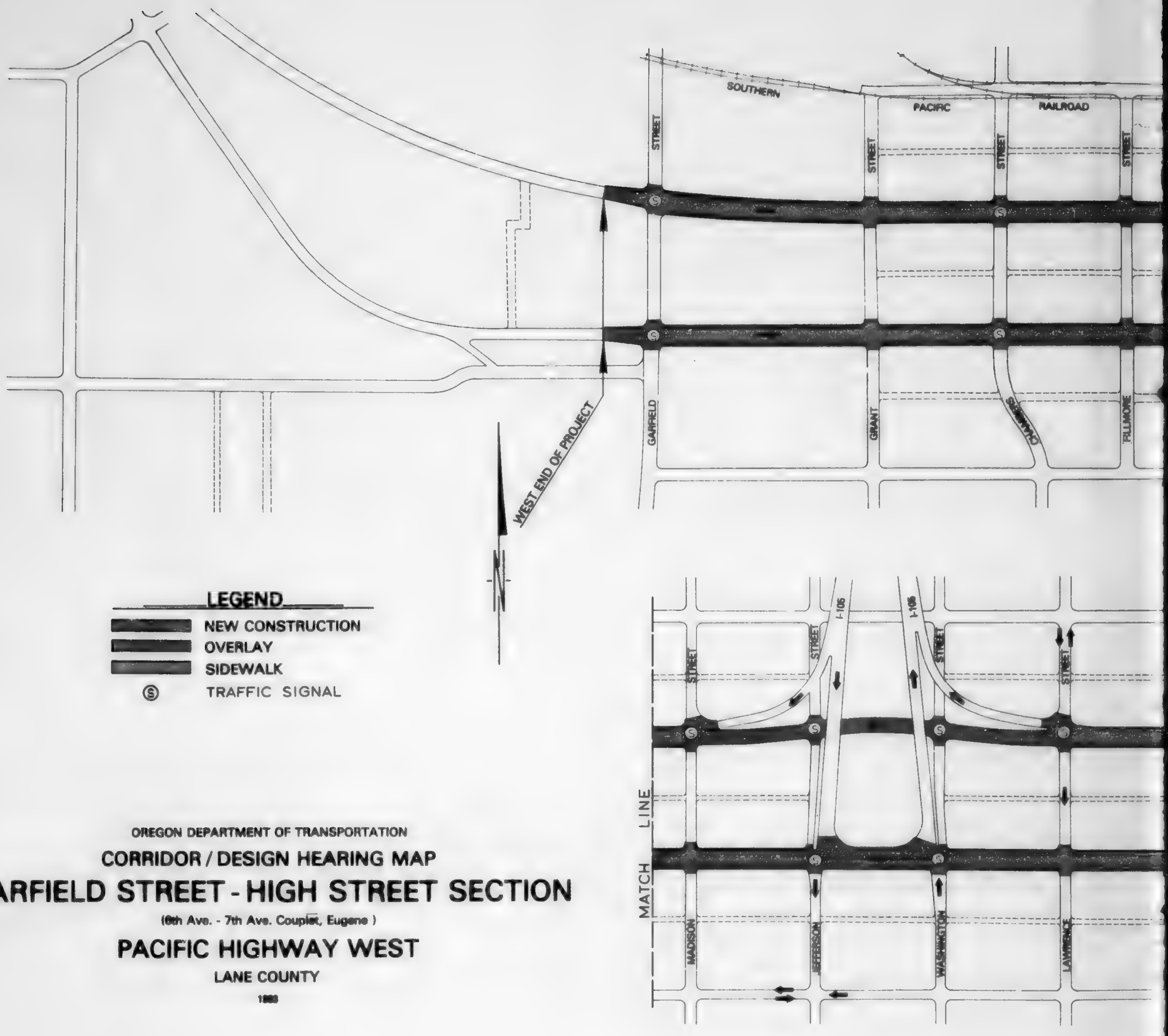
Ralph E. Johnston

Ralph E. Johnston
Projects and Planning

REJ/mjd

ENVIRONMENTAL SECTION
December 19, 1983

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Jim Gix
Jack Ayres
Larry Asburry
Dale Wilken


SOUTHERN PACIFIC RAILROAD
STREET
STREET
STREET
STREET
GARFIELD
GRANT
CHAMBERS
FILLMORE
WEST END OF PROJECT
N
LEGEND
NEW CONSTRUCTION
OVERLAY
SIDEWALK
Ⓢ TRAFFIC SIGNAL
I-105
I-105
STREET
STREET
STREET
STREET
MATCH LINE
MADISON
JEFFERSON
WASHINGTON
LAWRENCE

OREGON DEPARTMENT OF TRANSPORTATION

CORRIDOR / DESIGN HEARING MAP

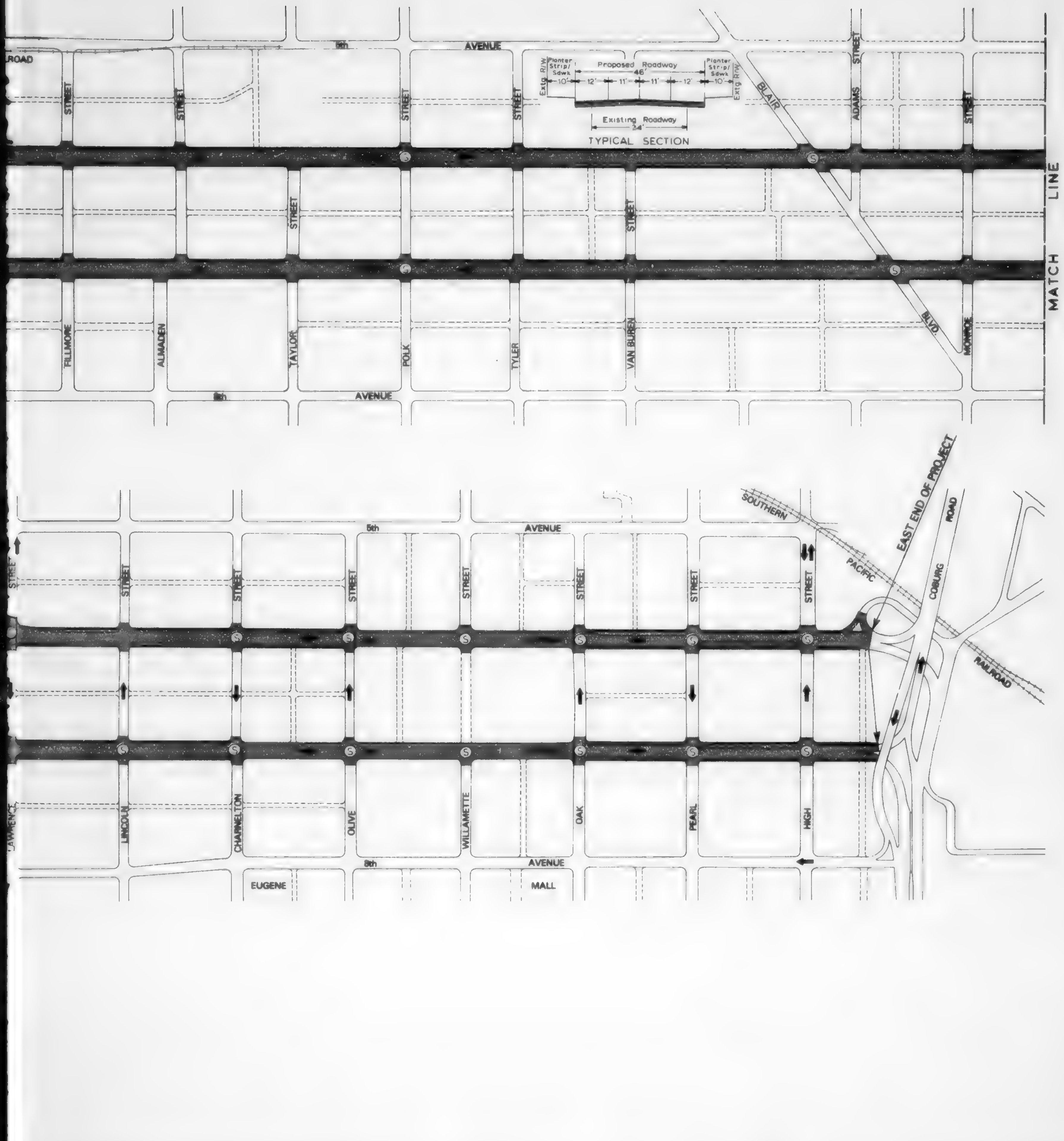
GARFIELD STREET - HIGH STREET SECTION

(6th Ave. - 7th Ave. Couplet, Eugene)

PACIFIC HIGHWAY WEST

LANE COUNTY

[illegible]


RAILROAD
5th AVENUE
Extg R/W
Planter Strip/ Sdwk
Proposed Roadway
46'
10'
12'
11'
11'
12'
10'
Extg R/W
Existing Roadway
34'
TYPICAL SECTION
BLAIR BLVD.
STREET
ADAMS STREET
MATCH LINE
FILLMORE
ALMADEN
TAYLOR
POLK
TYLER
VAN BUREN
MONROE
8th AVENUE
EAST END OF PROJECT
SOUTHERN PACIFIC RAILROAD
COBURG ROAD
LAWRENCE
LINCOLN
CHARNELTON
OLIVE
WILLAMETTE
OAK
PEARL
HIGH
EUGENE MALL
S

10,010

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Eugene
Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Program Data Submission
Item No. 40020
Project No. F-58(1)
Washington St.-High St. (6th & 7th Sts., Eugene) Sec.
Lane County

Attached data consists of PR-1 forms with project maps, and Authority for Survey work sheet.

I request authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain P.S.&E. approval at an estimated total cost of $74,000 with an obligation of $65,230 in Federal funds.

DRH:pf
Attachments

cc: Jim Gix, Region 3
General Files

Form 734-3122

CON 21-14WN
Eugene

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Lane County

SEE INSTRUCTIONS ON REVERSE

KEY ID# Ap.

SECTION Washington Street-High Street
Pacific West #1W

REGION 3

SURVEY AUTHORITY

AUTHORIZATION NO. 1
PREFIX 20-[illegible]
DATE 2/2/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		400	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		7,500	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		40,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 71,000
PREVIOUS AUTHORIZATION		$ -
ADD. AUTH. REQUIRED		$ -

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
[illegible]

LOCATION ENGINEER'S REMARKS

Most of the field work was performed under prefix 20-1433.
This project now approved through P.S.&E. Document. ✓

1 Versteeg ✓
Cy
Cy
2 Σ
3 Trout
Cy Wakerlig

RECEIVED
ROAD DESIGN SECTION
Do Not File ☐
Return
Bring Up ..../..../....
Action

Bring Up to allow completion of project using Fed funding.

PREPARED BY Phillip V. Lewellyn	DATE 2/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/1/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 2/1/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-21-[illegible]	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION GARFIELD STREET-HIGH STREET (6th-7th STS.) EUGENE	REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

None. The existing right-of-way is 66 feet. The proposed typical, curb to curb, is 46 feet. No additional right-of-way is needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project section is a state highway (99W; 1W) routed over city streets. Part of the section (Washington-High) is identified in the six-year program and in the Eugene-Springfield TIP. The project is consistent with planned use (commercial, major retail, government) and zoning (public land, CBD, community commercial district). No primary land use change would result, though there may be secondary impacts. Additional related impacts would include changes in aesthetics, noise, and capacity.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project would widen the existing couplet (predominantly 2 x 3 lanes) to 2 x 4 lanes. Hence, capacity would be increased on the order of 33%, subject to phasing and timing of signals. In the short run, flow patterns, levels of service and safety should improve. Over time, however, these gains may be lost. Existing ADT's approach 20-22,000 on each leg of the couplet.

(cont. on next page)

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. The project is situated in a totally developed urban setting, see attached map.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

A limited number of large, mature shade trees would be removed, as would discontinuous scenic parking strips. These appear to be remnants of a former, more continuous line of parking strips and trees. The project proposes replacement of the removed trees with 12-15 foot high trees of suitable species.

(cont. on next page)

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Areas of potential concern include:

--removal of mature trees/parking strips
--routing of additional traffic (capacity) through project corridor
--air quality

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

(See attached page)

OTHER DOCUMENTATION

PREPARED BY X Eb Engelmann	TELEPHONE NUMBER 378-8486	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

Attachment

Estimated Impact on Traffic Volumes, Flow Patterns and Safety (Cont.):

Construction impacts would consist of: noise, inconvenience, dust, distraction and delay.

Estimated Impact on Parks, Historic Properties or Other Cultural or Scenic Resources (Cont.):

A few older converted residential structures remain on the project section. These buildings could have historic potential. A cultural resource survey will be performed.

Recommended Project Classification:

The project includes three units in various levels of programming:

Unit 1 Washington-High (8 blocks x 2): located, in design, on Six-Year Plan, funded.

Unit 2 Blair-Washington (5 blocks x 2): located, on shelf, not on Six-Year plan, not funded.

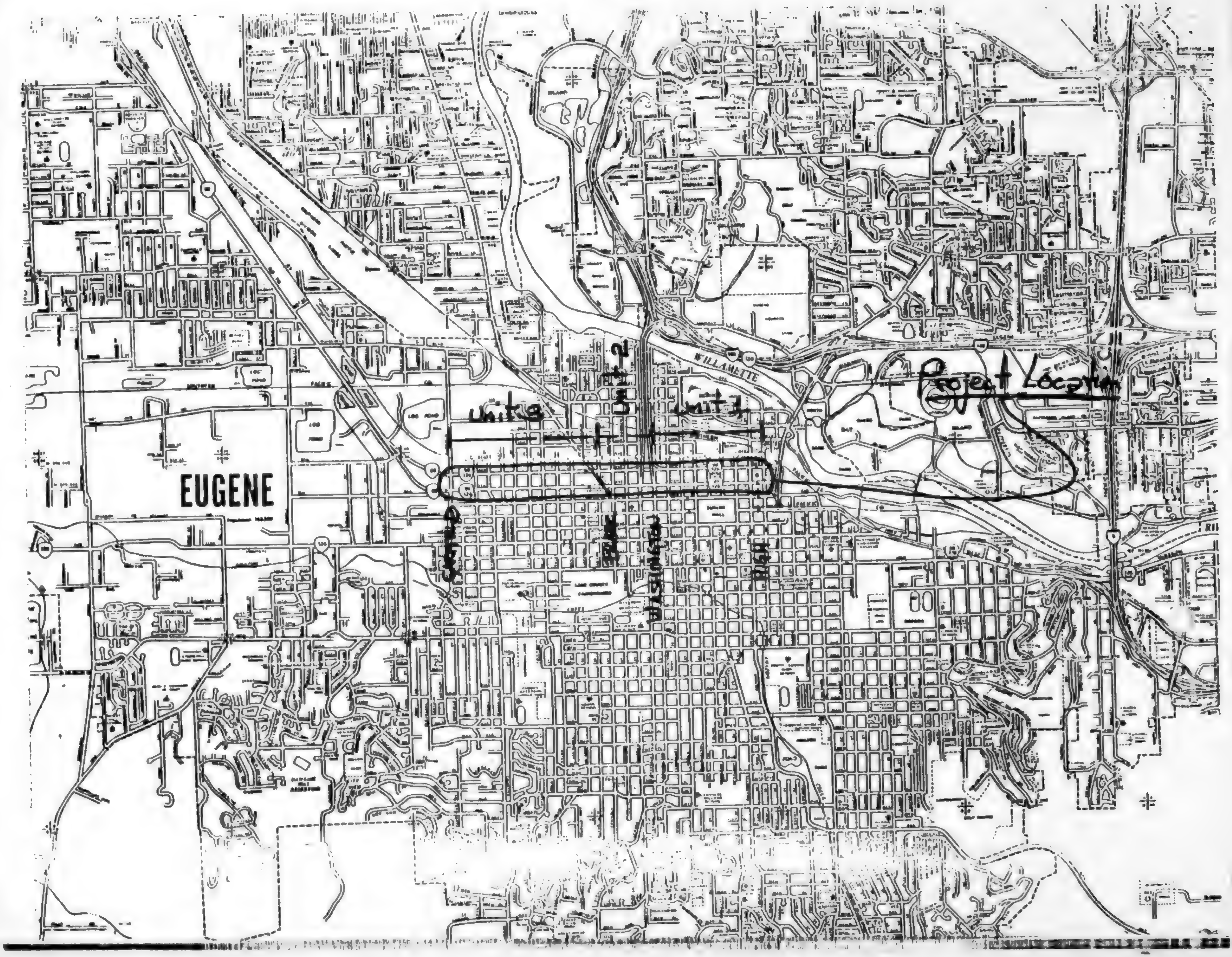
Unit 3 Garfield-Blair (8 blocks x 2): not located, not on Six-Year plan, not funded.

This classification assesses/classifies the entire section because of the length involved, the similarity of both existing and proposed typical sections, the similarity of ADT's over the entire section, and the relationship of the section to the Chambers Connector and the 6th-7th Street Extension projects.

The project would widen to 4-lanes, reconstruct, and standardize the existing variable but predominantly 3-lane couplet.

Impacts would include increased traffic capacity, noise, air, aesthetics, construction and possible secondary land use changes and/or neighborhood objection.

The project is classified as Class 3 (Environmental Assessment) per Appendix B of FHWA Technical Advisory T6640.8, February 24, 1982. The addition of a travel lane precludes a categorical exclusion, but impacts are not thought to be of sufficient magnitude to warrant processing of an EIS.


EUGENE
WILLAMETTE
Project Location
Unit 3
Unit 2
Unit 1
GARFIELD
BLAIR
WASHINGTON
HIGH

1985 W. Fork Dairy Cr. Br. Sec, 10,061
Sunset Hwy. W. of Portland
(gr, pav, str.)

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 40071

10,361

Project No. F 27-2(15)

Project West Fork Dairy Creek Bridge Highway Sunset County Washington

Type of Work Preliminary Engineering & RW Length-Rdy. Brs. Total

PEA Estimate - Date Submitted 10-26-83 Amount 24,000 Government 21,156 State 2,844 Co. City - -
PA Estimate - Date Submitted 11-30-83 Amount 24,000 - Government 21,156 State 2,844 Co. City - -
Rev P.A. Estimate - Date Submitted 6-29-84 Amount 28,500 Government 25,122 State 3,378 Co. City
" " Estimate - Date Submitted 11-19-84 Amount 31,600 - Government 27,854 - State 3,746 - Co. City - -
" Estimate - Date Submitted 9-15-87 Amount 42,000 Government 37,022 State 4,978 Co. City
Estimate - Date Submitted Amount Government State Co. City

Preliminary Engineering Phase I Phase II Rights of Way Construction Other

Project Agreement - Amount 21,156 - Date 12-7-83 State Contract No. P.P.R. Copy
Modified Agreement - Amount 25,122 Date 6-6-84 State Contract No. P.P.R. Copy
Modified Agreement - Amount 27,854 - Date 11-26-84
Modified Agreement - Amount 37,022 Date 10-19-87
Modified Agreement - Amount Date
Modified Agreement - Amount Date
Modified Agreement - Amount Date

1-14-91

Pro-rata 88.15 Group 1 100% Group 2 Group 3 Group 8 Group 9

Appn code 010

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 34-1956	Prefix 34-2546	Prefix	Prefix
Final	12-28-90	0.00	37,034.95	1-14-91				
	Total							

FORM 734-3144 (Rev. 11-78)

10 061

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(15)

2. STATE PROJECT NO.

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40071

2A. COUNTY NAME Washington

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 9, 1987

8. FEDERAL ROUTE NUMBER FAP 27

9. STATE ROUTE NUMBER 47

10. GENERAL LOCATION:

West Fork Dairy Creek Bridge

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Gilmour's letter of 9/15/87 we approve the revised Preliminary Engineering costs to a TEC of $37,500; Federal Funds $33,056.

(Increase TEC $9,000; Federal Funds $7,934)

[illegible]

14. DATE 10/15/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

1859

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 15, 1987

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
CAM GILMOUR

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Project No. F-27-2(15)
West Fork Dairy Creek Bridge Section
Washington County

I request approval to adjust the estimated preliminary engineering costs to more accurately reflect the project work, based upon the attached justification.

The preliminary costs:	$37,500.00
The Right-of-Way costs:	$ 4,500.00
Total project costs:	$42,000.00

Approval of this will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

DDB:pf
Attachment

cc: Paul Singer (C034-1956)
Region 1
General Files

Form 734-3122 (1-87)

Project Prospectus
Part 4 - Survey Authority

KEY 01008

Section W FORK DAIRY CREEK BRIDGE
Highway SUNSET
County WASHINGTON

Hwy No. 0047
Co. No. 34

Region 1

Authorization No. 03 PE EA NO C0341956 Date 10SEP87

		ORG UNIT	EST COST	CURRENT AUTH			ORG UNIT	EST COST	CURRENT AUTH
900	PROJECT	1000	9670	9670	914	UTILITY	7783	140	140
	ENGRING		0	0		LIAISON	1081	80	80
	FLD OFF		0	0	915	LNDSCPE	7114	0	0
901	PROJ	APPL	0	0	916	PHOTO	7142	0	0
	ENGRING	CONSL	0	0	920	PROGRAM	0600	200	200
902	CITIZNS	N/A	0	0	921	SPECS	7200	2580	2580
903	FNL DES	7400	9290	9290	923	ENVIR	7500	80	80
	BRIDGE	74	0	0		STUDIES	75	0	0
	FNDTN	1094	3350	3350			75	0	0
904	PRELIM	7112	0	0				0	0
	DESIGN		0	0	925	AIR MON	7510	0	0
905	FNL DES	7300	4540	4540	927	FREE BR	74	0	0
906	REDESIG	73	0	0		DESIGN	74	0	0
907	TPDTDES	7331	1520	1520	929	BR SPEC	7200	0	0
908	FLD TST	1000	110	110	933	BAS DES	7141	470	470
909	R/W DES	7111	320	320	934	GEO TEC	7120	0	0
910	R/W MAP	7111	0	0	937	HYDRAUL	7143	3280	3280
911	SIGN	7600	0	0	949	SYS STD	N/A	0	0
	AND	76	0	0	960	PROSPEC	7144	0	0
	SIGNAL	76	0	0	961	HEARING	7113	0	0
	DESIGN	1070	350	350	962	RECON		0	0
912	RR MAPS	73	0	0	963	REV SVY	7113	560	560
913	RW LIA	7730	560	560	980	PUBLIC			
964	PREPARE					HEARING	N/A	0	0
	PERMITS	7000	120	120	020	TRAIN	N/A	90	90
990	OTH ACT	N/A	190	190	050	AUDIT	0500	0	0

	EST COST	CURRENT AUTH
TOTALS	37500	37500
PREV AUTH		28500
ADD. AUTH REQ		9000

15.4%

R/W EA 342546
PE Funding FEDERAL
FA PROJ NUM F-27-2(15)(28)

Remarks: THIS IS THE FINAL REQUEST FOR THIS PROJECT WHICH REFLECTS THE ADDITIONAL COST OF INVESTIGATING ALTERNATE DESIGNS. VARIOUS OPTIONS WERE CONSIDERED IN AN ATTEMPT TO MINIMIZE RIGHT-OF-WAY AQUISITION AND CONSEQUENTLY REDUCE CONSTRUCTION COSTS.

Prepared By S. SPECHT	Date 10SEP87	Appr Asst Engr X	Date X
Region Engineer X	Date X	Approved O.T.C.	Date 25MAY84
Location Engineer X	Date X 9/14/87	Appr FHWA	Date

Orig. sent to Singer-Rd Design

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 5/26/87	REPORT MADE BY 5-21-87 Larry Heil, Assistant Area Engineer		PROJECT NO. F-27-2(28)
COMPLETION DATE (Actual) 5/30/86	ACCEPTANCE DATE BY CONRTACT AGENCY 1/15/87	TIME ELAPSED 100 %	CONTRACT TIME Specified Completion 11/30/85

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST FORK DAIRY CREEK BRIDGE
SUNSET HIGHWAY
Grading, Paving & Structures

This project provided for widening the subject structure 7' on each side to provide a 40' roadway section and widening the approaches to provide two 12' travel lanes with 8' shoulders/bikeways.

The contract was awarded to Douglas S. Coats, Inc. on 6/4/85. Work started 7/13/85 and was completed 5/30/86. A seasonal shut-down was issued due to inclement weather. No liquidated damages were assessed. The final project cost of $224,408 underran the original authorization by 8%. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STAT. HWY ENGR
JUN 2'87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-27-87	TITLE District Engineer	DATE 6/1/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

0,061

March 25, 1987

CON 5 - #10,061

Pat Cellers
Tromp & McKinley Insurance Inc.
P.O. Box 1357
Eugene, OR 97440

On January 22, 1987, we wrote to you concerning release of final payment on Contract No. 10,061 awarded to Douglas S. Coats, Inc. for work on the West Fork Dairy Creek Bridge Section of the Sunset Highway in Washington County.

Final payment on this contract is $5,001.11 and the total contract amount is $210,737.95, including $1,446.41 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,061

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10061

TO: Commission Services

DATE: January 15, 1987

Werner E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10061, On Site Work Substantially Completed May 30, 1986

All Work Completed August 29, 1986

Project West Fork Dairy Creek Bridge

Highway Sunset

County Washington

Type of Work Grading, Paving and Structure

Contractor Douglas S. Coats

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-22-87 - Surety letter written.

RECEIVED
JAN 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,041

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-329		County Washington
PROJECT REPORT NUMBER		Project Number F-27-2(28)
MODIFICATION NUMBER 2		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-22-[illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 249,584.00	$ 226,894.00
Federal funds	$ 220,007.00	$ 200,006.00
Other revisions		

This modification is made for the following reasons:

To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

~~XX~~X For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 9, 1986

Federal-Aid Project No. F-27-2(28)

West Fork Dairy Creek Bridge Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure No. 2362 (Sta. 2185+48.66 to Sta. 2197+51.34)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flaggers	$10.00	300	$ 3,000.00	173	$ 1,730.00	
1"-0 Aggregate Base	10.00	1,200	12,000.00	965	9,650.00	
Class "C" Asphalt Concrete	44.00	510	22,440.00	441	19,404.00	
			$27,440.00		$30,784.00	
					Decrease	$ 3,344.00
		Subtotal from Estimate of February 25, 1986				217,604.00
					Subtotal	$214,260.00
					Engineering	12,294.00
					Total	$226,554.00

Length of Project ------------------ 0.13 mi.

Retain In Reserve

Total as on Estimate of February 25, 1986 $ 340.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Structure	$226,554.00	$199,707.00	$26,847.00
Reserve	340.00	299.00	41.00
TOTAL	$226,894.00	$200,006.00	$26,888.00

Nonparticipating

State Responsibility for Damages	All Required	$ 150.00

Appn Code: 010
Group 1 = 100%
Contract No. 10,061
Prefix: 34-1956
Prefix: C10061

RLC:me

10,061

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 2-244	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER	2-[illegible]-86	Project Number F-27-2(28)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 13, 19 85.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$243,684.00	$ 249,244.00
Federal funds	$214,806.00	$ 220,007.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 25, 1986

FEDERAL AID PROJECT NO. F-27-2(28)

West Fork Dairy Creek Bridge Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X021
Structure No. 2362 (Sta. 2185+48.66 to Sta. 2197+51.34)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	284	$2,556.00	396	$ 3,564.00
Furnish Cast-in place Piling	12.00	526	6,312.00	580	7,008.00
Addt'l. Pave Removal (PA #1A)	---	---	---	---	1,500.00
			$8,868.00		$12,072.00

Increase	$ 3,204.00
Subtotal from Estimate of June 10, 1985	214,400.00
Subtotal	$217,604.00
Engineering	32,640.00
Total	$249,244.00

Length of Project ------------------ 0.13 mi.

Retain in Reserve

Move Permanent Signing	All Required	$ 300.00
	Subtotal	$ 300.00
	Engineering	40.00
	Total	$ 340.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Structure	$249,244.00	$219,708.00	$29,536.00
Reserve	340.00	299.00	41.00
Total	$249,584.00	$220,007.00	$29,577.00

NONPARTICIPATING

State Responsibility for Damages	All Required $ 150.00

Appn Code: 010
Group 1: 100%
Contract No. 10,061
Prefix: 34-1956
Prefix: C10061

RLC:me

.10,061

STATE COPY t

TO BE COMPLETED BY FHWA 6 126	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-13-85	STATE Oregon COUNTY Washington PROJECT NO. F-37-2(38)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, "West Fork Dairy Creek Bridge Sec."

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-85	0.13
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 243,684.00	FEDERAL FUNDS $ 214,805.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)
By
Manager, Program Section
(Title)
For: W.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 13 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon June 10, 1985

Federal Aid Project No. F-27-2(28)

West Fork Dairy Creek Bridge Section
Sunset Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure No. 2362 (Sta. 2185+48.66 to Sta. 2197+51.34)

Mobilization	Lump Sum	All	Lump Sum	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	284	9.00	2,556.00
Temporary Barricades	Each	1	125.00	125.00
Temporary Guardrail, Type 1A	Lin. Ft.	180	7.00	1,260.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	2,100	12.00	25,200.00
Moving Temporary Concrete Barriers	Lin. Ft.	2,150	2.00	4,300.00
Temporary Impact Barriers	Each	2	1,000.00	2,000.00
Temporary Plastic Safety Markers	Each	5	50.00	250.00
Temporary Reflective Pavement Markers	Each	141	5.00	705.00
Flaggers	Hour	300	10.00	3,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	10,000.00
General Excavation	Cu. Yd.	377	7.00	2,639.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	200.00
1"-0 Aggregate Base	Ton	1,200	10.00	12,000.00
Class "C" Asphalt Concrete	Ton	510	44.00	22,440.00
Guardrail, Type 2A	Lin. Ft.	125	14.00	1,750.00
Guardrail, Type 3	Lin. Ft.	100	22.00	2,200.00
Guardrail Anchors, Type 1	Each	3	300.00	900.00
Rail End Pieces, Type B	Each	1	70.00	70.00
Rail End Pieces, Type C	Each	3	90.00	270.00
Extra for Asphalt Approaches	Each	7	200.00	1,400.00
Seeding, Fertilizing and Mulching	Acre	1	800.00	800.00
Bridge Removal Work	Lump Sum	All	Lump Sum	18,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	120	5.00	600.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	2,000.00
Furnish Cast-in-Place Piling	Lin. Ft.	526	12.00	6,312.00
Drive Steel Pile Shells	Lin. Ft.	526	1.00	526.00

Structural Concrete, Class 3300 (15 C.Y. @ $235)	Lump Sum	All	Lump Sum	10,000.00
Structural Concrete, Class 4500 (75 C.Y. @ $250)	Lump Sum	All	Lump Sum	23,000.00
Reinforcement (13,500 @ $0.50)	Lump Sum	All	Lump Sum	5,500.00
Coated Reinforcement (6,700 @ $0.65)	Lump Sum	All	Lump Sum	4,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	184	58.00	10,672.00
Concrete Bridge Rail	Lin. Ft.	222	35.00	7,770.00
Membrane Waterproofing	Sq. Yd.	405	11.00	4,455.00
				$ 210,400.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	1,500.00
Temporary Erosion Control	All Required	500.00
		$ 4,000.00

Subtotal	$ 214,400.00
Engineering	28,944.00
Total	$ 243,344.00

Length of Project 0.13 mi.

Retain in Reserve

Move Permanent Signing	All Required	$ 300.00
	Subtotal	$ 300.00
	Engineering	40.00
	Total	$ 340.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Structure	$ 243,344.00	$ 214,507.00	$ 28,837.00
Reserve	340.00	299.00	41.00
Total	$ 243,684.00	$ 214,806.00	$ 28,878.00

NONPARTICIPATING

State Responsibility for Damages	All Required	$ 150.00

Group 1 100%
Contract No. 10,061
Prefix: 34-1956
Prefix: 34-1025

DDB:RDF:pf:bkb

10:061

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 26, 1986

In Reply Refer to
File No
CON 5
10061

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-27-2(28)

Contract 10061, Work Completed May 30, 1986

Project West Fork Dairy Creek Bridge

Highway Sunset

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 20, 1986

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 4 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEI
AUG 27 1986 L
OREGON DIVISION

734-2023 (2-85)

10,061

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION P JECTS

PROJECT NAME (SECTION) West Fork Dairy Creek Bridge		WEEK ENDING August 9, 1986
		CONTRACT NO 10061
HIGHWAY Sunset	COUNTY Washington	F.A. PROJECT NO F-27-2(28)
CONTRACTOR Douglas S. Coats	KIND OF WORK Grading, paving, & structures.	DATE OF AWARD June 4, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 224,518.25	AUTHORIZATION	$ 19,336.00	FIRST NOTIFICATION DATE July 13,1985
ESTIMATED PROJECT COST	$ 215,378.06	COST THIS WEEK	$ 0.00	ESTIMATED DATE OF COMPLETION, OR May 30,1986
		TOTAL TO DATE	$ 28,800.00	SECOND NOTIFICATION DATE AND May 30, 1986
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	4.1 %	PERCENT OF AUTHORIZATION	149 %	

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Fixed date	05/15/86	336			

ESTIMATED SEMIFINAL SUBMITTAL DATE: August 15, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 2 WORKERS: 7

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	377 cy	1,200 ton	510 ton			
EST. CORRECTED QUANTITIES	340 cy	952 ton	441 ton			
EST. PERFORMED TO DATE	340 cy	952 ton	441 ton			
PERCENT PERFORMED TO DATE	100%	100%	100%		100%	

ACTIVITIES THIS WEEK:

- Cleanup: Remove signs and debrisand rake shoulders.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

- Project complete XXXXXX
- Submit Semi-Final
- Final inspection (region)

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

- This is the final report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Donald E Fantz Ass't.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

June 2, 1986

CON 5 - 10,061

Coral Sales Company
P. O. Box 577
Clackamas, OR 97015

Attention: Lizbeth Hatfield
Accountant

Thank you for your letter of May 22, 1986, advising us that you have been paid in full by Douglas S. Coats Construction and that you are releasing the claim filed on April 15, 1986.

You state this is in reference to the Douglas S. Coats, Inc. Contract No. 10,061 for work on the West Fork Dairy Creek Bridge of the Sunset Highway in Washington County.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Pat Cellers
Tromp & McKinley Ins. Inc.
P. O. Box 1357
Eugene, OR 97440

bc: Secretary of State: File 5-19-86 CL 1986-0191

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
5-30-86- azm

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

May 22, 1986

Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #10061, West Fork Dairy Creek Bridge.

We have been paid in full by Douglas S. Coats Construction and would like to release the lien that we filed April 15, 1986 (copy attached). Thank you for your help in this matter.

Thank you,

Lizbeth Hatfield
Accountant

encl.
cc: Douglas S. Coats

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-019L

10,061

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 15, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,061

Coral Sales Company
P.O. Box 577
Clackamas, OR 97015

We have received your letter of April 15, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Coral Sales Company
AMOUNT:	$3,760
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats
CONTRACT NO.:	10,061
PROJECT:	West Fork Dairy Creek Bridge Section, Sunset Highway, Washington County
SURETY:	Transamerica Insurance Company
AGENT:	Tromp & McKinley Ins. Inc.

NOTED ON CARD
5/21/86 CB

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp & McKinley Ins. Inc.
P.O. Box 1357
Eugene, OR 97440

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

April 15, 1986

Rober W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #10061, West Fork Dairy Creek Bridge

We would like to file a claim for payment of matericals purchased (impact attenuators) from Coral Sales Company by Douglas S. Coats Construction on November 19, 1985 in the amount of $3,760.00. We have been most patient in this matter but have no recourse but to protect our lien rights.

Thank you,

Lizbeth Hatfield

Lizbeth Hatfield
Accountant

Encl.

RECEIVED
APR 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CORAL SALES COMPANY
P. O. BOX 577
10560 S.E. HWY 212
CLACKAMAS, OR 97015
(503) 655-6351

INVOICE

B 4455

1-382-7330
Douglas S. Coats
Box 311
Bend, OR 97701

INVOICE DATE	11-19-85
OUR ORDER NO	B 4126
YOUR ORDER NO.	0036
TERMS	
F.O.B.	Job Site
SALESMAN	KJ
SHIPPED VIA	Ryder/PIE

SHIPPED TO
Douglas S. Coats Job Site, Hwy 26 between MP 51 & 52, 4 mi. west of Banks, OREGON

PPD. OR COLL.

QUANTITY	DESCRIPTION	PRICE	AMOUNT
2	Temporary Impact Attenuators Each Composed of: 2 - Model 4 Energite III Inertial Barrier Modules 3 - Model 7 Energite III Inertial Barrier Modules 2 - Model 14 Energite III Inertial Barrier Modules 2 - Model 21 Energite III Inertial Barrier Modules All Yellow with Black Lids OSHD Contract # 10,061 West Fork Dairy Creek Bridge EAS B/L 13012 11/12/85 THANK YOU	$1,880.00	$3,760.00 LH

RECEIVED
APR 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

POSTED ✓

FORM 14463 RAPIDFORMS, INC., BELLMAWR, N.J. 08031

= 10,661
HIGHWAY DIVISION

11-1-85

F-222(15)

File 53927

Sta. ______ to Sta. ______

Name of owner Henry J. and Frances C. Schmidlin

Mail address Route 1, Box 187, Banks, Oregon 97106 Phone No. 324-9091

Phone No. ______

Attorney unknown Address ______

Purpose of purchase const. Permit | Permit dated ~~OPTION EXPIRES~~ 11/1/85 expires: 12/31/85 | Possession 11/1/85

Location of property W. Fork Dairy Creek Bridge section of

Sunset Highway in Washington County.

Street address or Sec. T.R. 2N-4W-24-500

How does taking affect remaining property? reduces the amount of available farm area
(Give details regarding dividing of tract, if appropriate)

Nature of property taken The taking permits the re-alignment of an existing driveway on farm property.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Construction Permit, 0.62 Ac. . . . . $500.

Purpose to allow State to reconstruct road approach and driveway to Grantpr's property in connection with reconstruction of the W.Fork Dairy Creek Bridge. State agrees to remove that portion of existing driveway not utilized as part of the reconstructed driveway.

P. OBLIG 3300 TO CONST.
DATE 11/8/85

Withholding $ -- for ______

Appraisals: $ NA By ______ Review Appraisal $ NA
Staff & $ ______
Fee $ ______ By ______
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled

______________________________ Phone No. __________

Attorney unknown Address __________

Purpose of purchase const. Permit Permit dated ~~OPTION EXPIRES~~ 11/1/85 expires: 12/31/85 Possession 11/1/85

Location of property W. Fork Dairy Creek Bridge section of

Sunset Highway in Washington County.

Street address or Sec. T.R. 2N-4W-24-500

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DATE 11/8/85

Withholding $ -- for __________

Appraisals: $ NA By __________ Review Appraisal $ NA
Staff & $ __________
Fee $ __________ By __________
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled

Job Prefix __________ Participating $ __________ Non-Participating $ __________

General remarks DESCRIPTION WRITTEN IN THE FIELD.
(Give such general explanation as you desire to support settlement)

Settlement recommended:
__________ Date 11-11-85 Signed: __________
Regional R/W Supervisor
HOWARD BERGSTROM

__________ Date __________ Dated: 11/4/85
Right of Way Manager

Authorized by
Transportation Commission Date __________

10,061

N

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

Date: JUL 1

TO: OREGON STATE HIGHWAY DIV.
(Public Agency)
121 TRANSPORTATION BLDG.
SALEM, OR 97310

#10, 061

TO: DOUGLAS COATS CONST. CO. SX-09260
(Contractor)
P.O. BOX 311
BEND, OR 97709

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 12-3/4" O.D. X .250 WALL DOMESTIC ATTACH 13-1/4" O.D. x .750 THICK PIPE PILE PLATES ONE END

equipment or materials for a total estimated price of $ 7,000.00
SEVEN THOUSAND DOLLARS

For the building, structure, or other work of improvement located at:

10061 FED. AID PROJ. F-27-2(28) WEST FORK DAIRY CREEK BRIDGE
22 WEST OF PORTLAND ON SUNSET HIGHWAY
WASHINGTON COUNTY, OR.

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

DOUGLAS COATS CONST. CO.
P.O. BOX 311
BEND. OR. 97709

By: A. M. Roberts
L. B. FOSTER COMPANY

CERTIFIED
P 664 217 152
MAIL

June 26, 1985

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5

#10,061

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,061 for work on the West Fork Dairy Creek Bridge Section of the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

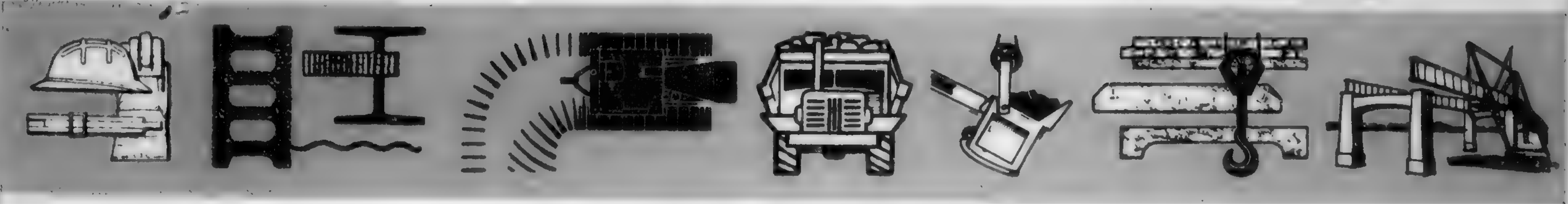
alp
Enclosure

cc: Transamerica Insurance Co.
Attn: Pat Callers
Tromp & McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Jarard Richardson

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

May 24, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: WEST FORK DAIRY CREEK BRIDGE, Bid May 23, 1985

Gentlemen:

For our apparently low bid on the above mentioned project, our DBE/MBE participatns will be:

T B T Inc of Molalla, Oregon: Bid Item #36
Membrane Waterproofing 405 Sq Yd @ 7.26 = 2,940.30

E M W Construction of Bend, Oregon: Bid Item #6: Temporary
Concrete Barriers, Reflectorized 2,100 L.F. @ 7.15 = 15,015.00

Total: 17,955.30

Sincerely,

DOUGLAS S COATS INC

Ruth L Pooler
Secretary

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC Thomas Jones

101061

CON 19-1

Dairy Cr

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(28)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-7-85

4. PROGRAM NO.

5. ITEM NO. 40071

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-1-85

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

WEST FORK DAIRY CREEK BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-23-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 1, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $242,626; Federal Funds $213,874.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
MAY 8 '85
REFER TO Potter
FOR

Orig w/ att. to 5/8

14. DATE 5/7/85

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,061

[illegible]

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(15)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40071

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-10-84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

West Fork Dairy Creek Bridge #2362

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested by Mr. Potter's letter of 8-7-84 I approve the Program change adding "Right-of-Way acquisition" to the Character of proposed work and Authorization to proceed with the acquisition of file #53927 as shown on R/W Map 5B-9-5 at a TEC of $3,100 - Federal Funds $2,732.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 16 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/15/84

15. SIGNATURE OF APPROVING OFFICIAL John N Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

CON 19-1
Dairy
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

August 14, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
W. Fork Dairy Creek Bridge #2362
Sunset Highway
Washington County
F-27-2(15)

Dear Mr. Wilken:

Attached is a project revised environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.
PE approved 11-2-83 under Statewide Categorical Exclusion.

Very truly yours

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

8/22/84

ENVIRONMENTAL SECTION
August 29, 1984

cc: J.B. Boyd (3)
J.H. Versteeg (4)
L.E. George (2)
G.A. Potter (2)
Richard McSwain
W.J. Hart
C.O. Fredrickson
F.E. Terpin
Local Programs Un
Norm Davis
Surfacing Design ✓
General Files ✓
[illegible]ardt
Jef Kaiser
Clarence Eschelma
Don Keyes (8)
U.S. Coast Guard

RECEIVED
AUG 20 1984
[illegible] DIVISION

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION West Fork Dairy Creek Bridge (Sunset Highway)	REGION Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

An easement of approximately 5000 sq. ft. will be needed north of the bridge in order to straighten a bend in the stream. The parcel is currently planted with alfalfa. Driveways east and west of the structure will be moved in order to extend guard rails; however, these driveways are farming accesses and moving them will have no affect on their use.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None anticipated.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Safety should be greatly improved by widening the hazardous narrow bridge.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Presently, the stream makes a sharp bend just before the bridge. The project will straighten the bend and improve channel flow. No wetlands are involved because the stream flows through farmland in the vicinity of the bridge. Crops are growing right up to the bank north of the bridge where the stream change is proposed.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None anticipated.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None anticipated.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a safety improvement. Impacts to the stream are minor.

OTHER DOCUMENTATION

PREPARED BY X Leo Huff	TELEPHONE NUMBER 653-3242	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

GENERAL INSTRUCTIONS

After a project has been approved for inclusion in the Highway Improvement Program, the Project Environment Classification part of the Project Prospectus should be completed and submitted to the Environmental Section. The Environmental Section will review the classification, obtain FHWA approval and send a copy of the form to Program Management for combining with the other parts of the Prospectus.

SPECIAL INSTRUCTIONS

If right of way or easements will not be needed for the project it will not be necessary to complete the Environmental Classification. The project will automatically be classified under the Statewide Categorical Exclusion.

If right of way or easements will be needed for the project, the entire form must be completed and the recommended classification and other documentation shown.

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

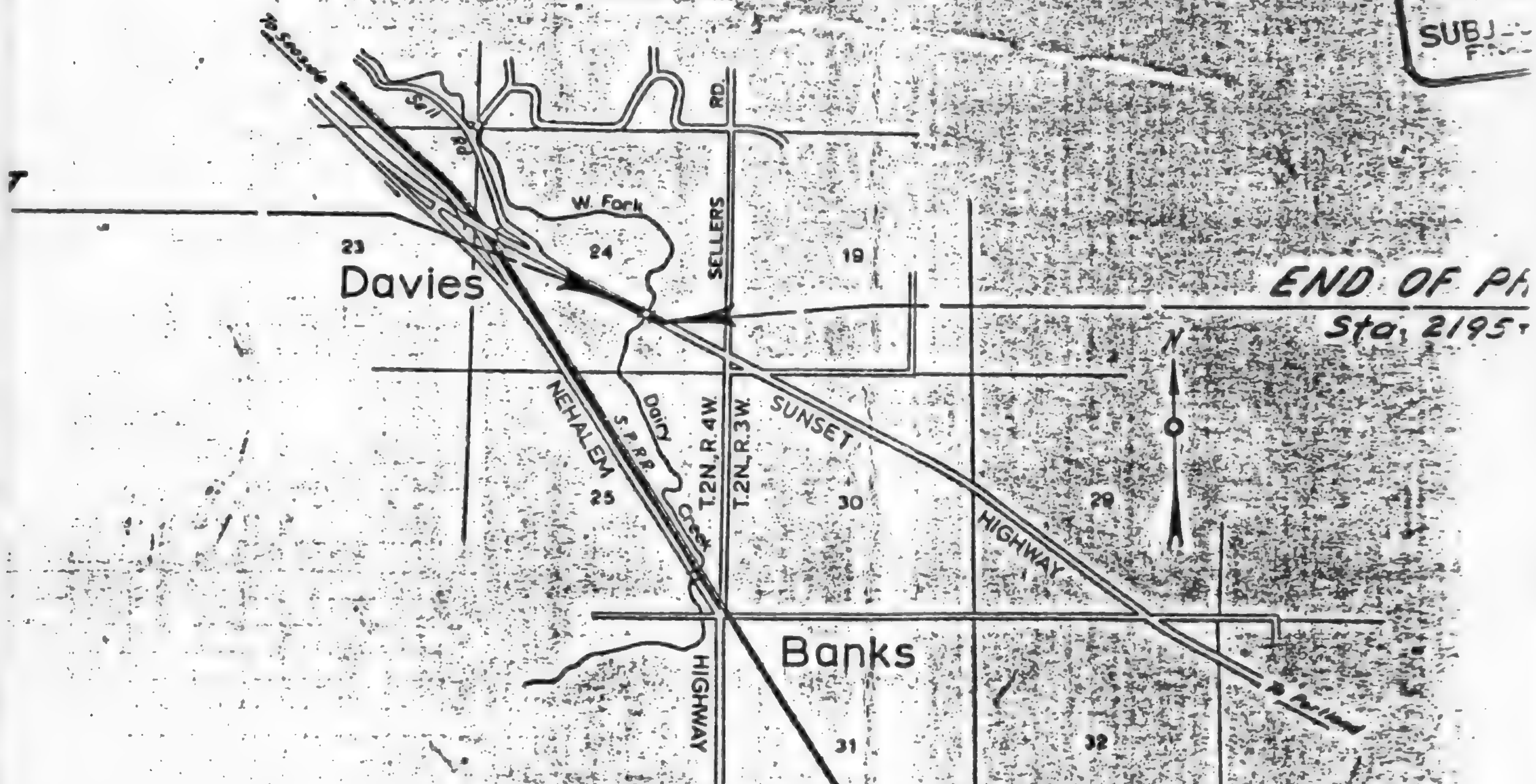
PLANS FOR PROPOSED PROJECT

WEST FORK DAIRY CREEK BRIDGE S

SUNSET HIGHWAY

WASHINGTON COUNTY

PREL
JU
SUBJ
F


To Seaside
Sell Rd
RD
W. Fork
SELLERS
23
24
19
Davies
END OF PR
Sta. 2195
N
NEHALEM
S.P.R.R.
Dairy
Creek
T.2N. R.4W.
T.2N. R.3W.
SUNSET
HIGHWAY
25
30
29
Banks
HIGHWAY
31
32
To Portland
To Forest Grove

Sketch Map

Scale 0 2000 4000 Feet

OREGON TRANS
Anthony Yt
Peter J. B
Robert F. O
N. B. Gust
Samuel T. K
Fred D. M

10,061

ON 19-1
Dairy

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 7, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40071
Project No. F-27-2(15)
W. Fork Dairy Creek Bridge Section
Sunset Highway
Washington County

I request your approval of a program change on the subject project to include in the Charactor of Proposed work "Right of Way Acquisition", at an estimated total cost of $3,100 with federal funds of $2,732. The right of way to be acquired consists of a permanent easement for a channel change and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of map number 5B-9-5.

CL:me
Enclosure
cc: J. Boyd
D. Aman
General Files

Form 734-3122

10,061

47

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

June 25, 1984

J. H. Versteeg
Road Design Engineer

File 53927
West Fork Dairy Creek Bridge Section
Sunset Highway
Washington County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

Con 19

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(15) Dairy

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40071

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/19/84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

West Fork Dairy Creek Bridge #2362

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/1/84 I approve the revised Preliminary Engineering costs to a TEC of $28,500; Federal Funds $25,122.

(Increase TEC $4,500; Federal Funds $3,966)

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
6/22

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,661

CON 19-4
Dairy Cr.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 7, 1984

In Reply Refer to
File No
DES 23
2362A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: West Fork Dairy Creek Bridge
West Fork Dairy Creek Section
Sunset Highway
Washington County
BR 2362A

Your letter of May 21, 1984 requested us to review for possible subexcavating the channel for the subject structure. Our review with the Hydraulic Section and the field trip observation of our personnel with you on June 5 indicates the following:

The channel meander immediately upstream of the structure will be excavated as recommended by the hydraulic report dated March 27, 1984 and protected with 36 inches of Class 700 loose riprap. This will improve the waterflow approaching the structure, but has no effect on the 50-year design flood high-water elevation since the backwater analysis assumed the channel would be improved in this area.

Additional right of way needs to be purchased to dredge the upstream channel and this would delay the job letting by approximately four months.

KAK:jrb

cc: ✓ E. S. Hunter
J. B. Boyd, Right of Way
Gary Potter, Program Section
Frank Terpin
E. L. Hardt, Metro Region Engineer
Al Harwood, Metro Region Operations Engineer
Don Adams, Final Design Engineer
Dave Bryson, Hydraulics Section

RECEIVED
TECHNICAL SERVICES
JUN 8 '84
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

Form 734-3122

10,061

Con 19-17
Dairy Cr.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 21, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-27-2(15)
Bridge No. 2362A West Fork Dairy Creek Section
Washington County

From the information submitted in Mr. Hart's May 9 memorandum and the hydraulics March 27 memorandum to the file, it appears that the 50 year flood will cover at least one foot of the girders of this structure. Please review this situation and see if subexcavating the channel, or some other alternate, might be a viable solution to the flooding problems.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
TECHNICAL SERVICES
MAY 22 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAY 22 '84
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

Refer to
Potter
E.S.H.
5-22

cy
Bollman

10.061

[illegible] 17-6
[illegible]
C4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

May 9, 1984

In Reply Refer to File No.:
DES 23
2362A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: West Fork Dairy Creek Bridge
West Fork Dairy Creek Bridge Section
Sunset Highway
Washington County
BR 2362A

RECEIVED
TECHNICAL SERVICES
MAY 11 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Enclosed are two reduced prints of Drawings 39348 and 39206 which are the preliminary plan and elevation and vicinity map for the subject structure. The foundation report will be sent when it becomes available.

The existing 26-foot roadway bridge will be widened on both sides to provide a 40-foot roadway. This roadway width will match with the existing Davis Overcrossing SPRR widened structure approximately 3/4-mile westerly. The existing structure is in good structural condition. The widened structure will be provided with Type "G" concrete parapets.

The traffic on the structure will be handled by staging with no separate detour. A minimum roadway width of 23 feet will be provided during the first stage of construction.

The widened portion of the structure will match the existing reinforced concrete deck girder structure. The structure will be provided with concrete end panels, deck membrane waterproofing and new wearing surface.

A single-span concrete box beam replacement alternate was considered but proved to be too expensive.

The estimated cost of the proposed widening, including engineering and contingencies, is $111,000

We request your approval of our preliminary plan.

KAK:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
E. L. Hardt /w/ 2
A. C. Harwood /w/ 1
Cam Gilmour /w/ 1
Roger Trygstad /w/ 1

Form 734-3122

10,061

-47

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	West Fork Dairy Creek Bridge #2362, Washington County
REGION	Metro-Region
SURVEY AUTHORITY	Hwy. 47
AUTHORIZATION NO.	2
PREFIX	34-1956
DATE	2/24/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		300
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		6,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 28,500
PREVIOUS AUTHORIZATION		22,000
ADD. AUTH. REQUIRED		$ 6,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-27-2 (15)

LOCATION ENGINEER'S REMARKS

State to make vicinity map, prepare plans and determine cost estimate for replacing the existing structure over the West Fork of Dairy Creek on the Sunset Highway M.P. 50.2.

1 ✓
/
Cy
Cy
b 2
3 Trout
Cy Wakerlig

RECEIVED

ROAD DESIGN SECTION

Do... File
Action

(B... Up)

PREPARED BY	DATE 4-23-84	APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/30/84
RECOMMENDED REGION ENGINEER X	DATE 4/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-25-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-19-84	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Plan & Program Manager

DATE: April 23, 1984

FROM: RON KLEINSCHMIT Ron
Assistant Location Manager

File: 234-1956

SUBJECT: West Fork Dairy Creek Bridge #2362
Request #2
Washington County

Attached is a Request for revised Survey Authorization on the above project. Authority #1 was approved at $24,000. The Report of Survey prefixes shows an expenditure/over-run of $10,223 as $0.00 dollars are shown as budgeted.

Justification for additional:

901: Additional $ 3,000- The original Authorization was under estimated.

Also underestimated or omitted were functions 913, 918, 921 for an additional $3,500

Grand Total additional requested = $6,500

RK:db

Attachments

81-125-1387

[illegible]

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(15) CON 17-1

2. STATE PROJECT NO. See below

Dairy Cr.

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

11-2-83

4. PROGRAM NO.

5. ITEM NO. 40071

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-2-83

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

WEST FORK DAIRY CREEK BRIDGE #2362 Sunset Hwy.

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering widen str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

* Including utility preparatory work TEC $24,000; FF $21,156

13. REMARKS

As requested by Mr. Swan's PEA dated October 26, 1983

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO Potter
FOR

Info	Initial	R/D	D/R	Sign	Act	File

Orig. to 11/17

14. DATE 11-2-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,061

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

11-3-83

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. p	ROUTE NO. STATE
US 26, 3.1 mi. W of Jct. SR 6 "West Fork Dairy Creek Bridge"	010	40071	F-27-2(15)	27	47

Access Control Partial Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 100' min.

Water Development None Recreation & Historical Areas None

County: Washington Code: 067

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ________

Dist. 2 Cl. Ho. ..... Exempt X Date Approved ________ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Structure #2362.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  ___ Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 24,000
88.15%	FF	$ 21,156
	STATE	$ 2,844
	___	$

For PR-37:
Field Phase $ ___
PS&E Phase $ ___

REMARKS:

Enclosed is a copy of Parts 1, 2 & 3 of Project Prospectus & project map.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-26-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

10222 N

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington Co

KEY ID# 01008

SECTION West Fork Dairy Creek Bridge #2362

REGION Metro Region

Hwy #47

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 34-1956

DATE 10/6/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		300
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		6,000	921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 24,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-27-2(15)

LOCATION ENGINEER'S REMARKS

State to make vicinity map, prepare plans and determine cost estimate for replacing the existing structure over the West Fork of Dairy Creek on the Sunset Highway M.P. 50.2.

1 Vernteeg ✓
Anderson
Cy to Lyle Adams
Cy Clecnab
2 Stoudenmeyer
Terpin
3 Trout
Cy Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

On Prelim HIP

PREPARED BY McClow	DATE 10/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/1/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-2-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

10222
SEE INSTRUCTIONS ON REVERSE

KEY ID # 01008

SECTION: West Fork Dairy Creek Bridge #2362

REGION: Metro Region

STATE HIGHWAY # 47	HIGHWAY NAME Sunset	MILE POST FROM 50.2 TO 50.3	LENGTH .1
☐ URBAN ☐ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME
ROUTE # 26	FEDERAL AID # FAP 27	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 24 ~~10~~	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 35.0		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 110.		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 25.0				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 70.0		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 240 ~~140~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 264 ~~150~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) / 85	RECOMMENDED FUNDING SOURCE FAP	RECOMMENDED PROGRAM YEAR '85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	4,800	increase
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Narrow Bridge (26'x90')

PROPOSED SOLUTION

Widen to standard width for two-lane highway.

REQUESTED, REGION ENGINEER X Edward V Hardt	DATE 10/7/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

10222

PROJE PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01008

SECTION West Fork Dairy Creek Bridge #2362

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
95	N ~~8~~	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N ~~8~~
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

UTILITIES S (LIST BELOW)

COMPANIES
Portland General Electric
Pacific Northwest Bell
General Telephone Co.
N.W. Natural Gas Co.

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A	N/A	N/A	N/A

GHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED 70

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				8'			12'	×	12'			8'				
				8' ~~6~~			12		12			8' ~~6~~				

PROPOSED

SUGGESTED BASE DESIGN

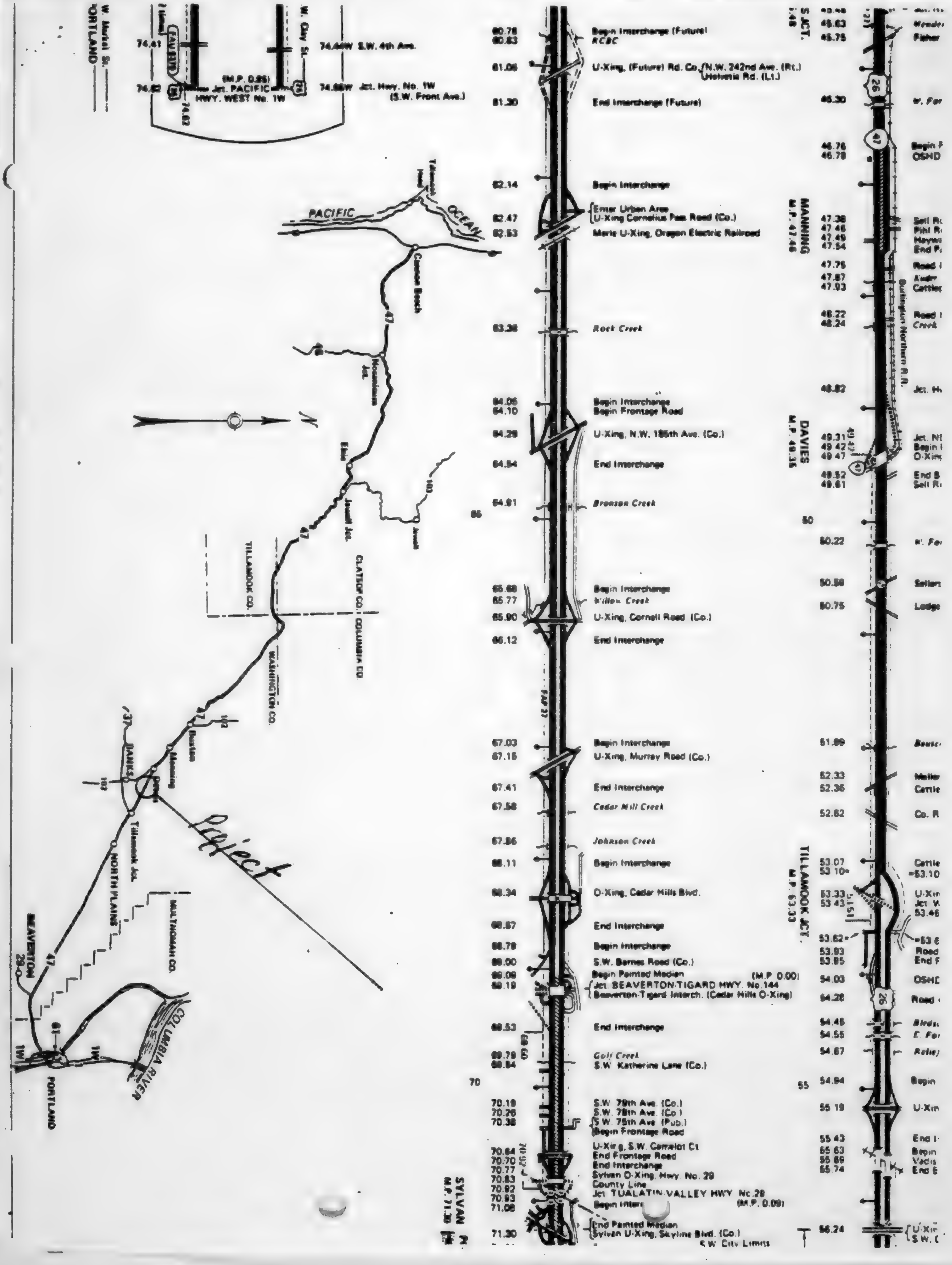
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	90'	40'	$110,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)


W. Market St.
PORTLAND
74.41
FAU 9319
2 Lanes
74.62
(M.P. 0.85)
Jct. PACIFIC HWY. WEST No. 1W
W. Clay St.
74.44W S.W. 4th Ave.
74.88W Jct. Hwy. No. 1W (S.W. Front Ave.)
26
PACIFIC OCEAN
Tillamook Head
Cannon Beach
47
Necanicum Jct.
N
Elsie
Jewell Jct.
Jewell
103
CLATSOP CO.
COLUMBIA CO.
TILLAMOOK CO.
WASHINGTON CO.
Buxton
Manning
Dairy
BANKS
37
102
Tillamook Jct.
NORTH PLAINS
Project
MULTNOMAH CO.
BEAVERTON
29
61
1W
PORTLAND
COLUMBIA RIVER
60.78 Begin Interchange (Future)
60.83 RCBC
61.06 U-Xing, (Future) Rd. Co. N.W. 242nd Ave. (Rt.) Helvetia Rd. (Lt.)
61.30 End Interchange (Future)
62.14 Begin Interchange
62.47 Enter Urban Area / U-Xing Cornelius Pass Road (Co.)
62.53 Metis U-Xing, Oregon Electric Railroad
63.38 Rock Creek
64.06 Begin Interchange
64.10 Begin Frontage Road
64.29 U-Xing, N.W. 185th Ave. (Co.)
64.54 End Interchange
64.81 Bronson Creek
65
65.68 Begin Interchange
65.77 Willow Creek
65.90 U-Xing, Cornell Road (Co.)
66.12 End Interchange
FAP 37
67.03 Begin Interchange
67.15 U-Xing, Murray Road (Co.)
67.41 End Interchange
67.58 Cedar Mill Creek
67.86 Johnson Creek
68.11 Begin Interchange
68.34 O-Xing, Cedar Hills Blvd.
68.67 End Interchange
68.79 Begin Interchange
69.00 S.W. Barnes Road (Co.)
69.09 Begin Painted Median (M.P. 0.00)
69.19 Jct. BEAVERTON-TIGARD HWY. No.144 / Beaverton-Tigard Interch. (Cedar Hills O-Xing)
69.53 End Interchange
69.60
69.79 Golf Creek
69.84 S.W. Katherine Lane (Co.)
70
70.19 S.W. 79th Ave. (Co.)
70.26 S.W. 78th Ave. (Co.)
70.38 S.W. 75th Ave. (Pub.) / Begin Frontage Road
U-Xing, S.W. Camelot Ct
70.64 End Frontage Road
70.70 End Interchange
70.77 Sylvan O-Xing, Hwy. No. 29
70.83 County Line
70.92 Jct. TUALATIN-VALLEY HWY. No.29 (M.P. 0.09)
70.93 Begin Interchange
71.08 End Painted Median
71.30 Sylvan U-Xing, Skyline Blvd. (Co.)
S.W. City Limits
SYLVAN
M.P. 71.30
JCT.
MANNING
M.P. 47.46
DAVIES
M.P. 49.35
50
TILLAMOOK JCT.
M.P. 53.33
55
45.63 Meader
45.75 Fisher
26
46.30 W. For
47
46.76 Begin F
46.78 OSHD
47.38 Sell R
47.46 Pihl R
47.49 Hayw
47.54 End F
47.75 Road
47.87 Kudr
47.93 Cattle
48.22 Road
48.24 Creek
Burlington Northern R.R.
48.82 Jct. H
49.31 Jct. NE
49.42 Begin
49.47 O-Xing
49.47
49.52 End B
49.61 Sell R
50.22 W. For
50.58 Sellers
50.75 Lodge
51.89 Beaus
52.33 Meller
52.36 Cattle
52.62 Co. R
53.07 Cattle
53.10 =53.10
53.33 U-Xin
53.43 Jct. W
53.46
S.151
53.62 =53.6
53.83 Road
53.85 End F
54.03 OSHD
54.28 Road
54.45 Birds
54.55 E. For
54.67 Relie
54.94 Begin
55.19 U-Xin
55.43 End I
55.63 Begin
55.69 Vacis
55.74 End E
56.24 U-Xin / S.W. C

11,561 47

STATE OF OREGON INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

DATE: April 22, 1980

MAI
Brs. 2362,3

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

SUBJECT:

West Dairy Creek Bridge, No. 2362
Davies Overcrossing, Br. No. 2363
Strassel RR Crossing-Tillamook Jct. Sec.
Sunset Highway
Washington County

The West Dairy Creek and Davies Overcrossing structures in the subject project have existing 5" and 3" AC wearing surfaces. No deck work is proposed on these structures at this time.

NO new AC wearing surface should be allowed to run onto the structures.

JEB:dh

cc E. L. Hardt
George Hopkins
Jack Sullivan

RECEIVED
APR 22 1980
ROAD DESIGN SECTION
Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Cole WEC
Erikson
Hager
Stoudenmeyer
Nash
Watson
Dorn
Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

81-125-1387

1985 Dist. 1 Paving Project 10,062
Col. R. Hwy. East of Astoria

10,062

May 5, 1986

CON 5 - #10,062

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 10,062 awarded to Bayview Transit Mix, Inc. for work on the District 1 Paving Project on the Columbia River Highway in Clatsop County was completed on January 13, 1986, and accepted by the State Highway Division on April 23, 1986.

Final payment in the amount of $9,863.35 will be released to the contractor after May 12, 1986. The total contract amount is $524,832.68 including $8,315.62 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Bayview Transit Mix, Inc.
950 Olney Avenue
Astoria, OR 97103

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,062

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10062

TO: Robert Gormsen
Manager, Commission Services

DATE: April 23, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract: 10062

On Site Work Substantially Completed: September 15, 1985

All Work Completed: January 13, 1986

Project: District 1 Paving Project

Highway: Columbia River

County: Clatsop

Type of Work: Paving

Contractor: Bayview Transit Mix, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-5-86 - Surety letter written.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10062

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DISTRICT 1 PAVING PROJECT		WEEK ENDING: 11/22/85
		SECTION PREFIX: "C"10062/001
	HIGHWAY: COLUMBIA RIVER	COUNTY: CLATSOP
NAME OF JOB: DISTRICT 1 PAVING PROJECT	KIND OF WORK: PAVING	
CONTRACTOR: BAYVIEW TRANSIT MIX, ASTORIA	CONTRACT NUMBER: 10,062	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: JUNE 11, 1985	DATE WORK STARTED:	ESTIMATED COMPLETION DATE: SEPT.15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS -------------	WORK DAYS USED ---------------
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS ----------	CALENDAR DAYS USED ---------------
PROJECT AUTHORIZATION: $ 574,341.78	SPECIFIED COMPLETION DATE: SEPTEMBER 15, 1985	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 528,799.26	ENGINEERING AUTHORIZATION $ 45,542.52	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 527,111.77	ENGINEERING COST TO DATE $ 45,000.08	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 0.4 %	PERCENT OF AUTHORIZATION . . . . . . 99 %	DATE PROJECT WAS COMPLETED: 9/15/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

			MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,750 TON
TOTAL QUANTITIES CORRECTED TO DATE					12,748.77 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					12,748.77 TON
AVERAGE DAILY QUANTITIES					935 TON
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTRACT # 10,062 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK**

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SUMMARY OF THIS WEEK'S ACTIVITIES: Last Weekly, Final Inspection 10/30/85, No Activity

ANTICIPATED WORK ACTIVITIES FOR NEXT WEEK: none

SUMMARY OF UNDERRUNS OR OVERRUNS: 0.4% underrun

SIGNED LOCATION ASTORIA

Hobert O. Hicks, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

1985 Mt. Vernon-John Day (Unit 10,064
1) Sec, John Day Hwy. East of Mt.
Vernon. (gr, pav.)

June 27, 1986

CON 5 - #10,064

Seaboard Surety Company
411 108th Avenue NE
Suite 1670
Bellevue, WA 98004

On April 9, 1986, we wrote to you concerning release of final payment on Contract No. 10,064 awarded to LT Contractors, Inc. for work on the Mt. Vernon-John Day (Unit 1) Section of the John Day Highway in Grant County.

Final payment on this contract is $5,412.43 and the total contract amount is $297,288.32. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: LT Contractors, Inc.
755 N.E. Columbia Blvd.
P.O. Box 11249
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

10,064

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10064

TO: Robert Gormsen
Manager, Commission Services

DATE: March 28, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10064, On Site Work Substantially Completed 9-26-85

All Work Completed 3-21-86

Project Mt. Vernon-John Day (Unit 1)

Highway John Day

County Grant

Type of Work Grading and Paving

Contractor L. T. Contractors, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-9-86 - Surety letter written.

noted
RGormsen

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,064 N

FORM 734-3601

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Unit #1: Mt. Vernon - John Day

WEEK ENDING: Jan. 25, 1986

SECTION PREFIX: EA: C10064

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB:

KIND OF WORK: Grading and Paving.

CONTRACTOR: L.T. Contractors, Inc.

CONTRACT NUMBER: 10064

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 20, 1985

DATE WORK STARTED: Aug. 17, 1985

ESTIMATED COMPLETION DATE: Sept. 30, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 30

SPECIFIED CALENDAR DAYS:

WORK DAYS USED: 24

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 313,358.75

EXCLUSIVE OF ENGINEERING: $ 288,510.92

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 306,215.80

ESTIMATED PERCENT: OVERRUN UNDERRUN 6.1 %

SPECIFIED COMPLETION DATE: Sept. 30, 1985

ENGINEERING AUTHORIZATION: $ 24,847.83

This Week: 137.40

ENGINEERING COST TO DATE: $ 14,511.96

PERCENT OF AUTHORIZATION: 57 %

PERCENT OF TIME ELAPSED: 80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.0	3.9			3.9
MILES PARTIALLY COMPLETED	0.0	0.0			0.0
MILES COMPLETED	0.0	0.0			0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,734cy	3,200tn			2,350tn
TOTAL QUANTITIES CORRECTED TO DATE	2,344cy	3,154tn			2,793tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,344cy	3,154tn			2,793tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
No equipment used this week.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Cloudy			
MONDAY 20	Cloudy			
TUESDAY 21	Cloudy			
WEDNESDAY 22	Showers			
THURSDAY 23	Cloudy			
FRIDAY 24	Fair			
SATURDAY 25				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	Field work is complete.
MONDAY 20	
TUESDAY 21	
WEDNESDAY 22	
THURSDAY 23	
FRIDAY 24	
SATURDAY 25	

REMARKS

STATUS OF WORK: Semi-final submitted to Region.

ANTICIPATED NEXT WEEK: None.

OVERTIME THIS WEEK: None.

SIGNED M.J. Gardner
M.J. Gardner, Proj. Mgr. LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

10,061

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

FILE GRANT LOC 3

TO: L. E. George
Traffic Engineer

DATE: July 17, 1985

FROM: Bill Geibel
Bicycle Program Manager

SUBJECT: Mt. Vernon-John Day Section
John Day Highway

I have been asked by the Sign Unit for a recommendation for signing and striping on the subject shoulder widening project financed by bicycle funds. The subject projects, Units 1 and 2, widen the shoulders to 4 feet in width.

copy #10,103

Guidelines for designating shoulders of roadways as bikeways in the Bikeway Master Plan state "...A 4-foot shoulder may be acceptable when traffic safety or demand is demonstrated..." There will very likely be significant usage of the shoulders by residents of John Day and Mt. Vernon as well as the seasonal touring bikers on the Bikecentennial Route. Regional Engineer Bob Hector does not want the placement of any stenciled legends.

Based on the above, I would recommend placement of 8-inch fog lines and occasional "BICYCLE ON SHOULDERS" signs.

BG:ja

cc Bob Pool

Mt. Vernon - John Day (Unit 1)
US 26, John Day Highway
Grant County

Length: 3.9 miles
Cost: $155,000

This section, to be constructed in two units, provides shoulder bicycle lanes where present shoulders are inadequate. This section is on the Transcontinental Bicycle Route.

6/20/83

10,064

Con 8.2.72
[illegible]

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: June 27, 1985

E S Hunter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 6, 1985 Bid Letting

E.S. HUNTER

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 6, 1985 on the following projects:

1. District 1 Paving
   Columbia River Highway
   Clatsop County
   Paving
   Overlay

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Bids Rejected.

3. Mt. Vernon-John Day (Unit 1)
   John Day Highway
   Grant County
   Grading and Paving

   Bikeway project. Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

4. Redwood Highway @ Watkins Street (Cave Junction)
   Redwood Highway
   Josephine County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Chiloquin Rock Production
   The Dalles-California Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

6. Willamette Rock Production
Willamette Highway
Klamath County
Aggregate Crushing

Same as No. 1.

7. Willamette Highway @ Crestview Street (Oakridge)
Willamete Highway
Lane County
Traffic Signals

Pedestrian signals will be provided for pedestrian and bicycle traffic.

8. Molalla River-Stauffer Road (Unit 1)
Pacific Highway East
Marion and Clackamas Counties
Paving
Resurfacing

Same as No. 1.

9. Rocky Butte-N.E. Multnomah Street (Unit 1) Bikeway
East Portland Freeway
Multnomah County
Grading and Structures

Bikeway structure and approaches. This section closes part of the gap in the bikeway through the Rocky Butte Jail areas.

10. S.E. Yamhill Street-S.E. Division Street
Cascade Highway
Multnomah County
Storm Sewer

Same as No. 1.

11. Millican Creek-McMinnville (Bikeway) Unit 1
Pacific Highway West
Yamhill County
Grading and Paving

Bikeway project. Shoulders being widened to provide a 6-foot bicycle lane adjacent to a 12-foot travel lane.

12. 17th Street-Edmunston Street (McMinnville)
    Pacific Highway West
    Yamhill County
    Grading and Paving

Overlay and/or reconstruction of existing streets between curbs. Sidewalk will be constructed where none exist.

Same as No. 1.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

5

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#	756
SECTION	Mt. Vernon - John Day (Highway 5, Grant County) (Units 1 & 2)
REGION	5

Hwy #5 **SURVEY AUTHORITY**

AUTHORIZATION NO.	PREFIX	DATE
1	812-1437	9-6-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,000	923 ENVIRONMENTAL SECTION		4,000	950 TRAINING		500
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,500	932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX	TOTALS	$ / $ 40,150
FEDERAL AID PROJECT NUMBER	PREVIOUS AUTHORIZATION	$
	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
4
4
2
3
Wells

RECEIVED
ROAD DESIGN SECTION

NOTED
NICK KUEHN

On HIP

PREPARED BY [illegible]	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE 10/25/82
RECOMMENDED REGION ENGINEER X [illegible]	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg	DATE 9-12-84
RECOMMENDED LOCATION ENGINEER X Frank E. [illegible]	DATE 9/7/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

NEEDS

BIK0546

PROJEC. PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00756

SECTION: Mt. Vernon - John Day (UNIT 1)(BIKEWAY)

REGION: 5

STATE HIGHWAY # 5	HIGHWAY NAME John Day	MILE POST FROM 154^{0} TO 161^{8}	LENGTH 7^{8} mi
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # 26	FEDERAL AID # FAP 88	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 27	GRADING	(✓)	X	FILES	(#)	
RIGHT OF WAY		$ 0	PAVING	(✓)	X	ACRES	(#)	
ROADWAY	$ ~~200~~ [illegible]		STRUCTURES	(✓)		RELOCATIONS	(#)	
STRUCTURES	$ 0		SIGNING	(✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 0		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$ 0		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ ~~6~~					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 40		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 150 ~~286~~	WORK TYPE	(1-12)	3	☒ CONTRACT ☐ STATE FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 177 ~~313~~				☐ CITY FORCE ☐ COUNTY FORCE		

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 85	RECOMMENDED FUNDING SOURCE Bike Path	RECOMMENDED PROGRAM YEAR ~~FY 85~~ ~~86~~ 75

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	3100	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Present roadway does not have adequate shoulder area for bicycle traffic. This route is nationally known and is heavily used by bicycle enthusiasts from all over the nation.

Accidents have occured involving bikes on this section.

PROPOSED SOLUTION

Widen, grade, base and pave shoulders to develop a 32' top width which will provide a space for bicyclists.

First priority of Region.

REQUESTED, REGION ENGINEER X	DATE 10/20/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE 10/25/82
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE 10/25/82

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
	86	

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	756
SECTION Mt. Vernon - John Day (Highway 5, Grant County)	REGION 5

PROJECT JUSTIFICATION

Project will up-grade substandard section of highway to meet minimum standards while providing a safe space for bike riders.

Consideration of widening side walks on structure at MP 154.07 to 4 feet was taken but deemed not cost effective for the 6 to 9 inches that would be gained.

This project is consistant with the thinking of the Grant County Court who feel the road should be up-graded to provide safety for the bike riders.

ADMINISTRATION RECOMMENDATION

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 756

SECTION Mt. Vernon - John Day (Highway 5, Grant County)

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	S	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

COMPANIES
C. P. National
P. N. W. Bell
United Telephone

RIGHT-OF-WAY LIAISON	5	EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED N/A

DESIGN STANDARDS 7 AASHTO

TYPICAL SECTION

* BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	* BIKE PATH
EXISTING																
				1-2' Min. *4'			12' 12'		12' 12'			1-2' Min *4'				

*5' Shldrs where Feasible

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Select Base	12"		"B" AC	3"	
Level 1"-0	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1			N	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 9/7/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 7-6

SECTION
Mt. Vernon - John Day (MP 154 - 161$^{\underline{8}}$) John Day Highway

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

No right-of-way acquisition is anticipated.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Grant County Comprehensive Plan still uncompleted. However, plan will call for the identification of areas (such as the proposed project) where bike and foot paths are needed and should be constructed as funds become available.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Project will not only imporve vehicular traffic flow, but will improve the safety of bicycle movements between John Day and Mt. Vernon. No change in volume.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Project would make bike access to Clyde Holliday Wayside near Mr. Vernon from John Day easier and safer. Many local bicyclists travel to the Clyde Holliday Wayside for a day of riding and picnicking.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

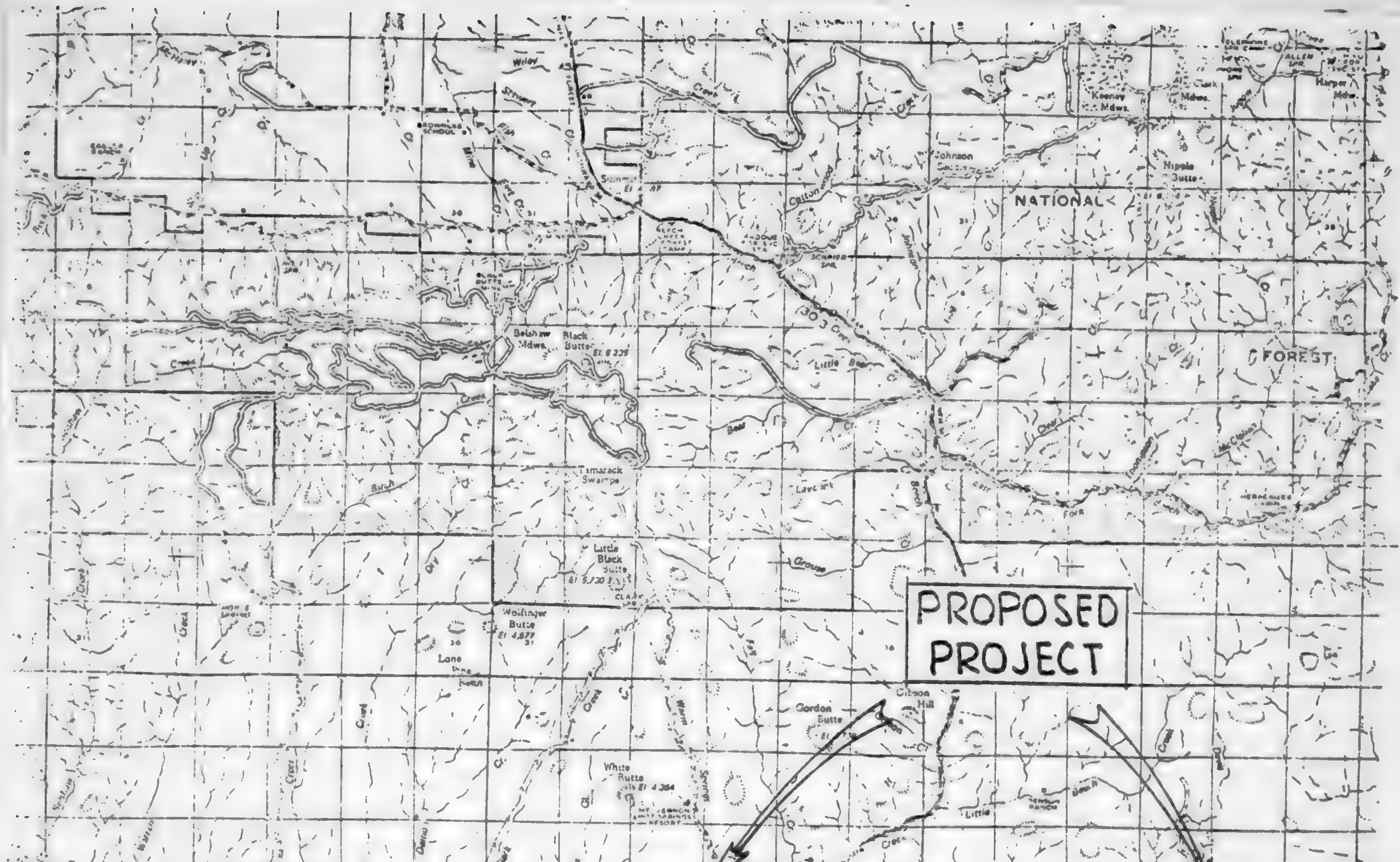
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

734-1913 (7-82)


PROPOSED PROJECT
NATIONAL
FOREST
FOREST
MOUNT VERNON
JOHN DAY
CANYON CITY
Belshaw Mdws.
Black Butte
Tamarack Swamps
Little Black Butte
Wolfinger Butte
Lone Pine
Gordon Butte
Gibson Hill
White Butte
Mt. Vernon
Clyde Holliday State Wayside
John Day Airport
Johnson
Keeney Mdws.
Clark Mdws.
Nipple Butte
Harper Mdw.
First Peak
Second Peak
Moon Mtn.
Fields Peak
McClellan Mtn.
Riley Mtn.
Cinnabar
Pleasant Hill
Nans Rock
Miller Mtn.
Little Canyon Mtn
Dead Horse Mtn.
Ingle Mtn.
Coal Pit Mtn.
Bear Flat
Packsaddle Can.
R29E
R30E
R31E

ARRANGEMENT OF SHEETS FOR GRANT COUNTY
RITTER A-2
MONUMENT A-1
LONG CREEK A-4
GRANITE A-3
DAYVILLE A-5
MT VERNON
PRAIRIE CITY
AUSTIN-BATES A-8
JOHN DAY
CANYON CITY
C-2

N

GENERAL HIGHWAY MAP

GRANT COUNTY

OREGON

PREPARED BY THE

DATE: July 20, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Eight Projects and Accelerate Four Projects on the Six Year Program

On the Agenda for your consideration at the July 31 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION:	Klamath Falls-Lakeview Hwy. @ East Pine Grove Road	
HIGHWAY:	Klamath Falls-Lakeview	
COUNTY:	Klamath	
PROGRAM YR.:	1985	
FUNDING:	State Highway Engineer's Discretionary Fund	
	State Participation:	$45,000
	Klamath County Participation:	$30,000
	Total Estimated Cost:	$75,000

DESCRIPTION: Installation of left-turn lane to improve intersection in vicinity of subdivision area. Project has cooperative funding and local support. Can be constructed within the existing right-of-way.

IMPACT: State funds plus local funds, so there will be negligible impact on the Program

SECTION:	S.E. Yamhill-S.E. Division	
HIGHWAY:	Cascade Highway North	
COUNTY:	Multnomah	
PROGRAM YR.:	1985	
FUNDING:	State Highway Engineer's Discretionary Fund	
	Total Estimated Cost:	$185,000

DESCRIPTION: Several drainage sumps along 82nd Avenue have either been damaged or deteriorated. This project would repair the old sumps and construct some new ones.

IMPACT: State discretionary funding so there will be negligible impact on the Program.

SECTION:	Pacific Hwy. W.-Boones Ferry Rd. (Hall Blvd. Bikeway)	
HIGHWAY:	Beaverton-Tualatin	
COUNTY:	Washington	
PROGRAM YR.:	1985	
FUNDING:	State Bike Fund	
	Total Estimated Cost:	$20,000
DESCRIPTION:	Region indicates a significant need for a bikeway along Hall Blvd. City of Tigard Public Works and Tigard Parks Board are in favor. This project would involve a reconnaissance survey to identify location and prioritize units for construction.	
IMPACT:	Funds are available, the impact will be small.	
SECTION:	Linn County Line-Suttle Lake (Phase 2)	
HIGHWAY:	Santiam	
COUNTY:	Jefferson	
PROGRAM YR.:	Development for Program Year 1986.	
FUNDING:	FA	
DESCRIPTION:	Region recommends advancing this project from the "Considered" to the "Development" portion of the Program so that PE can be performed. The project would upgrade 3,000 feet of poor alignment, provide a 3.73 mile passing lane and overlay the remainder of the roadway.	
IMPACT:	Funds are available, the impact will be small.	
SECTION:	Johnson Creek Bridge	
HIGHWAY:	Cascade Highway North	
COUNTY:	Multnomah	
PROGRAM YR.:	1986	
FUNDING:	State Highway Engineer's Discretionary Funding:	$ 80,000
	Federal Hazard Elimination:	$ 80,000
	Total Estimated Cost:	$160,000
DESCRIPTION:	The structure would be widened for greater safety. It is eligible for $80,000 in Federal HES funds.	
IMPACT:	State discretionary and HES funds so there will be negligible impact on the Program.	

SECTION:	Target Meadows Road-Blue Mountain Summit	
HIGHWAY:	Weston-Elgin Highway	
COUNTY:	Umatilla and Union	
PROGRAM YR.:	1985	
FUNDING:	Public Lands Highway Funds	$485,000
	Forest Highway Funds	$345,000
	Total Estimated Cost:	$830,000
DESCRIPTION:	This project involves shoulder repair, widening and resurfacing. Funds are available due to savings realized on an adjacent project which has been let.	
IMPACT:	In effect, more work than anticipated can be accomplished within the original funding levels. The impact on the Program will be positive.	

SECTION:	Yaquina Bay Bridge Cathodic Protection Demonstration	
HIGHWAY:	Oregon Coast Highway	
COUNTY:	Lincoln	
PROGRAM YR.:	1985	
FUNDING:	FHWA Demonstration Projects Division	
	Total Estimated Cost:	$60,000
DESCRIPTION:	This project would involve demonstration and evaluation of a cathodic protection treatment on the Yaquina Bay Bridge. The area of application will be the beams and deck underside on two spans totalling 106 feet in length.	
IMPACT:	The funds for this project were not anticipated so the impact on the program will be positive.	

SECTION:	I-82 Port of Entry	
HIGHWAY:	McNary Highway	
COUNTY:	Umatilla	
PROGRAM YR.:	1985	
FUNDING:	I-4R	
	Estimated Total Cost:	$2,150,000

DESCRIPTION: This project is for a Port of Entry facility at the interchange of the new McNary Highway (I-82) and the Columbia River Highway. These facilities have proven very effective in enforcement of size and weight regulations and in the collection of revenues due the state.

IMPACT: Funds will be available, this project will not impact the program adversely.

Also on the Agenda at the July 31 meeting will be a request to accelerate four State Bikeway projects to Program Year 1985. This is necessary to satisfy the 1 percent expenditure requirement.

A description of the projects follows:

SECTION: Cannon Beach Jct.-Circle Bridge Rd. (Bikeway)
HIGHWAY: Oregon Coast
COUNTY: Clatsop
FUNDING: State Bikeway
Total Estimated Cost: $100,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Mt. Vernon-John Day (Unit 1)(Bikeway)
HIGHWAY: John Day
COUNTY: Grant
FUNDING: State Bikeway
Total Estimated Cost: $150,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Millican Cr.-McMinnville (Bikeway)(Unit 1)
HIGHWAY: Pacific West
COUNTY: Yamhill
FUNDING: State Bikeway
Total Estimated Cost: $300,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Poodle Cr.-Knight Rd. (Bikeway)(Unit 1)
HIGHWAY: Florence-Eugene
COUNTY: Lane
FUNDING: State Bikeway
Total Estimated Cost: $250,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

I recommend approval and request authorization to sign necessary agreements on your behalf.

RM:pf sl

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
D. D. Allen
D. O. Christensen
J. J. Gix
R. D. Hector
George Bell

10,064

CCN 8-2-2
John Day

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

REGION 5 OFFICE

P. O. Box 850   La Grande, Oregon 97850   Telephone 963-3177

April 1, 1983

The Hon. Ralph G. Hunter
Mayor of John Day
240 South Canyon Boulevard
John Day, Oregon 97845

Dear Mayor Hunter:

Thank you for your letter supporting a bike path project between Mt. Vernon and John Day. Judge Allen has also written a letter supporting the same project.

The Highway Division is now in the process of developing an update to the Six Year Highway Improvement Plan. The John Day-Mt. Vernon Bike Path project enjoys a high priority in Region recommendations and will most likely be included in the preliminary plan which will be published this fall. I will see to it that you get a copy of the preliminary plan.

After that time, the Transportation Commission will receive testimony on the plan at various public hearings throughout the State. That would be the appropriate time to appeal to the Commission for high priority for construction of the bike path. I will advise you of the time and place of the public hearings.

I am handing a copy of your letter to John Grassman, Bicycle Program Coordinator, so that he will be aware of popular support for the project.

Sincerely,

Original Signed By Robert D. Hector

R. D. Hector
Region Engineer

RDH/vt
cc: John Grassman
bc: W. E. Schwartz

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Form 734-3123

MAI-4

The City of John Day

BU

• 240 SOUTH CANYON BOULEVARD • JOHN DAY, OREGON 97845
AREA CODE (503) 575-0028

March 29, 1983

☐ RE ☐ RCE ☐ RME ☒ ROE ph
☒ RFA MAR 31 1983 ☐
RECEIVED
REGION 5 OFFICE

Robert D. Hector
Region Engineer, Region 5
Highway Division
Department of Transportation
P.O. Box 850
LaGrande, Oregon 97850

Dear Bob,

It is my understanding that you are presently considering a bike path project between Mt. Vernon and John Day. As you are well aware, we receive a great deal of bike traffic through John Day. Most of this traffic is along U. S. 26, including the area between John Day and Mt. Vernon. Due to this usage, it would be extremely beneficial to have the bike path under consideration become a reality.

Last summer, we had an accident in this section of road involving a bicyclist. I'm sure, based on driving this section of road myself, that there have been several close calls. Consequently, the proposed bike path would add to the safety of the bicyclist, as well as improve the traffic flow.

I hope this plan becomes a reality and if we may be of assistance in the planning, please call.

Sincerely,

CITY OF JOHN DAY

Ralph G. Hunter, Mayor

RGH/zd

1985 Redwood Hwy. @ Watkins St. 10,065
(Cave Junction)Sec, Redwood Hwy.
(traffic signal install.)

C+A 8146 7-9-84

10,065

STATE OF OREGON 1859
NEIL GOLDSCHMIDT
GOVERNOR

RONALD V. BUSEY*PROJECT MANAGER*2690 N. PACIFIC HWY.*MEDFORD, OR 97501
Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

January 21, 1988

Hamilton Electric
P. O. Box 708
Eugene, OR 97440

Re: Redwood Hwy @ Watkins St., Cave Junction
Contract # 10065
Time-Extension Request

NOTED
W. E. SCHWARTZ

Attn: Emerson Hamilton

I have reviewed your request to reconsider the denial of your request for a time extension by W.E. Schwartz, Assistant State Highway Engineer.

We also researched the weather for the period indicated in your request. We confirm your finding that the 22.57 inches of rain was the highest for the period back to 1975; however, the average for that period is over 12 inches and 1983 recorded 21.2 inches. Apparently a high rainfall in February is not unusual.

Also, I might note that the project was awarded on June 14, 1985 and work did not begin until October 21, 1985. This put your work into the winter months, during which you can expect to encounter weather delays.

In Section 108.09, paragraph 3, of the Standard Specifications, it states that the engineer's decision on time is final. I cannot find justification to advise the engineer to modify his decision. You may request a meeting with the engineer to present your case however.

Yours truly,

Ronald V. Busey
Ronald V. Busey
Project Manager

cc: W.E. Schwartz
Construction
Region

RECEIVED
STATE HWY ENGR
JAN 26 '88
REFER TO
FOR

CE ___ CAE ___
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RECEIVED
JAN 25 1988
CONSTRUCTION
SECTION

SPC ___ TC ___
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FILE ___

734-1839 (1-87)

10

jc cc: OSHD (R[illegible]en)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 6/25/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. HES-17(9)
COMPLETION DATE (Actual) 3/12/86	ACCEPTANCE DATE BY CONRTACT AGENCY 1/15/87	TIME ELAPSED 121 %	CONTRACT TIME S.C.D.1/15/86 1 C.D. extension appr. 6/30/8

LOCATION

Redwood Hwy @ Watkins St. (Cave Jct) Section; Redwood Hwy

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

REDWOOD HIGHWAY @ WATKINS ST.
REDWOOD HIGHWAY
Traffic Signal

Work completed under this project consisted of the installation of a traffic signal system and the construction of wheel chair ramps at the intersection of the Redwood Highway and Watkins Street in the City of Cave Junction.

A contract in the amount of $95,451.00 was awarded Hamilton Electric, Inc. on 6/14/85. Work began on 10/21/85.

With the one day time extension and directed work shutdowns, there was 41 calendar days of liquidated damages assessed.

The final estimated cost was $119,955.72 which includes $94,320 for bid items work, $1,521 for price agreement work, $4,510 credit for liquidated damages, $6,124.72 for State force work and $22,500 for engineering.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENG
JUL 2'87
REFER TO
Fredrickson

Cy
7/9

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/25/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,065

March 25, 1987

CON 5 - 10,065

Kingrey, Price & Duyck Insurance
P. O. Box 784
Springfield, OR 97477

On January 22, 1987, we wrote to you concerning release of final payment on Contract No. 10,065 awarded to Hamilton Electric, Inc. for work on the Redwood Highway at Watkins Street in Cave Junction, Josephine County.

Final payment on this contract is $2,131.00, and the total contract amount is $91,331.00. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Transamerica Insurance Company
700 NE Multnomah, Suite 800
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
James Gix

10,065

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10065

TO: Commission Services

DATE: January 15, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10065, On Site Work Substantially Completed March 12, 1986

All Work Completed January 5, 1987

Project Redwood Hwy. at Watkins St. (Cave Jct.)

Highway Redwood

County Josephine

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-22-87 - Surety letter written.

RECEIVED
JAN 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10065

July 23, 1986

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON 5
10065

Attn: Emerson Hamilton

Re: Time Extension Request
Redwood Hwy. @ Watkins St.
Contract No. 10065

Your request for a copy of the recommendations and memoranda from the Project Manager and Contract Administration Engineer, which apply to your time extension request, has been reviewed by the Division and by an Assistant Attorney General. In this instance, it has been determined that it would not be against public interest to provide the requested data, and copies are enclosed.

Please bear in mind that the Engineer is not bound by any recommendations of subordinates, and that each request for release of such recommendations is considered individually.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

cc: Jim Gix w/att.
Ron Busey w/att.

OREGON **INTEROFFICE MEMO**

TO: Bill Quinn
Region Construction Engineer

DATE: May 12, 1986

FROM: Ron Busey Ron Busey
Project Manager

SUBJECT: Redwood Hwy. @ Watkins Street (Cave Junction)
Contract No. 10065

Enclosed please find contractors request for adjustment of contract time to complete subject project. Also enclosed is a letter from the contractor (Hamilton Electric) dated May 5, 1986 supporting their request.

It was the contractors choice not to work on January 2 & 3. The only remobilizing needed was for two employees to show up for work. Their equipment was parked on a lot adjacent to the project. Denial of their 4 day extension request is recommended.

Bad weather is not a valid reason for granting a time extension. Denial of their 10 day extension request is recommended.

The contract did not require the use of a special cutting wheel. It was the contractors choice to shop for a cutting wheel so they could do the conduit trenching themselves in lieu of sub-contracting the work done. Denial of their 30 day extension is recommended.

There were 3 special loop detector pads installed under Price Agreement No. 1. This work was completed in one day. They are requesting 11 days for this work and 1 day extension is recommended.

In summary, the contractor is requesting 55 days time extension and we can only recommend approval of 1 day. The adjusted specified completion date is January 29, 1986. The work was completed and the time stopped on March 12, 1986. There were 42 days of liquidated damages charged.

CE ___ CAE ___
COE ___ OM ___
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RECEIVED
JUN 26 1986
CONSTRUCTION SECTION

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ROSEBURG REGION
RECEIVED
MAY 14 1986

RCE | RME | RUS | FAS
HLS | RTS | ATS | RSE
GEO | HBI

1-1987

OREGON
Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: May 29, 1986

FROM: W. J. Quinn by Bob Ald
Region Construction Engineer

SUBJECT: Time Extension Request
Redwood Hwy. @ Watkins St. (Cave Junction)
Contract No. C10065

I have reviewed the contractor's request and the Project Manager's recommendation for a time extension on subject project and I agree with Ron Busey that a 1-day time extension be granted. The only valid reason for granting an extension is for the time required to install three loop detector pads. The contractor's other reasons are without merit in my opinion.

The contractor started work 128 days after the contract was awarded. It was his responsibility to schedule his trenching work during the normal dry weather period and not in February.

wjq/ba

Attach.

cc: R. Busey

6-26-86

W. E. Schwartz -

I concur with Region & Project Manager and recommend a one C.D. time extension due to work done under P. A. No 1.

C. B. Jackson

CE __ CAE __
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JUN 05 1986
CONSTRUCTION SECTION

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188-1967

HE
ELECTRICAL CONTRACTING

July 15, 1986

Mr. W. E. Schwartz
Assistant State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Time Extension Request
Redwood Hwy. @ Watkins St.
Contract #10065

We received your June 30, 1986 letter esentially denying our request for additional contract time on this project. We do wish to appeal this decision and will submit additional data to Project Manager Ron Busey.

To assist us in making our presentation as meaningful as possible, we request that you provide us with a copy of the recommendations and memoranda from the Project Manager and the Contract Administration Engineer which apply to this contract.

Very truly yours,

Emerson Hamilton

EH:rl

RECEIVED
STATE HWY ENGR
JUL 16 '86
REFER TO Sackmand
FOR
Info | Inves | R/D

Cy 7/17
due 7/24

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

June 30, 1986

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON 5
10065

Re: Time Extension Request
Redwood Highway @ Watkins Street
Contract No. 10065
FAP No. HES-17(9)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

You have requested an additional four (4) calendar days in which to remobilize after the Christmas-New Year's stop work order. The stop work order was issued on December 13, 1985, and was effective from December 23, 1985, through January 1, 1986. Ample time was provided for you to plan your work and, also, this portion of your request is not covered by the notice requirements of Section 108.08 of the standard specifications. This portion of your request is denied.

You requested an additional 10 calendar days due to rain during February, 1985. You presented no data to demonstrate that the rainfall in February, 1985 in Cave Junction was not reasonably predictable. Reasonably predictable weather conditions are not normally reason for adjustment of contract time. (See standard specifications 108.09.) This portion of your request is denied.

You requested an additional 30 calendar days due to your inability to obtain equipment required to perform the contract work of trenching. The equipment required or needed to perform the contract work is the responsibility of the contractor and is deemed to be within his control when he submits a bid to perform work. This portion of your request is denied.

You also requested an additional 11 calendar days due to work performed under Price Agreement No. 1. This work delayed project completion by approximately one day. A contract time adjustment of one additional calendar day is accordingly granted for work performed under Price Agreement No. 1.

The adjusted contract time of completion of this contract is January 30, 1986. There remains 41 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, or to submit additional data, please contract Project Manager Ron Busey.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
James Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bruce Walton

TE/280

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: May 29, 1986

FROM: W. J. Quinn by Bob Ald
Region Construction Engineer

SUBJECT: Time Extension Request
Redwood Hwy. @ Watkins St. (Cave Junction)
Contract No. C10065

I have reviewed the contractor's request and the Project Manager's recommendation for a time extension on subject project and I agree with Ron Busey that a 1-day time extension be granted. The only valid reason for granting an extension is for the time required to install three loop detector pads. The contractor's other reasons are without merit in my opinion.

The contractor started work 128 days after the contract was awarded. It was his responsibility to schedule his trenching work during the normal dry weather period and not in February.

wjq/ba

Attach.

cc: R. Busey

6-26-86

W. E. Schwartz -

I concur with Region & Project Manager and recommend a one C.D. time extension due to work done under P. A. No 1.

C. B. Jackson

CE ___ CAE ___
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JUN 0 5 1986
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81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40209

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 21, 1986
8. FEDERAL ROUTE NUMBER Primary 17
9. STATE ROUTE NUMBER Primary 25

10. GENERAL LOCATION:
Redwood Highway at Watkins Street (Cave Junction) Section

11. GENERAL DESCRIPTION OF WORK
Installation of "No Parking" signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/21/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $500; Federal Funds $450.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/28/86
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

-10,065

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5
10065

DATE: May 7, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer
Bruce M. Walton

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-17(9)

Contract 10065, Work Completed 3-12-86
Project Redwood Hwy. at Watkins St. (Cave Jct.)
Highway Redwood
County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-26-86

G. K. Hoosener
for Dale E. Wilken
Division Administrator

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
MAY 19 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
MAY 13 1986
OREGON DIVISION

10,065 — W

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Redwood Highway @ Watkins St	WEEK ENDING May 03,1986
HIGHWAY Redwood	COUNTY Josephine
CONTRACTOR Hamilton Electric	KIND OF WORK Traffic Signal Installation

CONTRACT NO 10065
F A. PROJECT NO HES-17(9)
DATE OF AWARD June 14,1985
FIRST NOTIFICATION DATE Oct. 21,1985
ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND Mar. 13,1986
ESTIMATED SEMIFINAL SUBMITTAL DATE May 05,1986
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED 100%

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 121,031.86
ESTIMATED PROJECT COST $ 106,636.00
ESTIMATED PERCENT OVERRUN/UNDERRUN -4%

ENGINEERING

AUTHORIZATION $ 9,597.24
COST THIS WEEK $ 297.00
TOTAL TO DATE $ 12,235.00
PERCENT OF AUTHORIZATION 127 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
All	1/29/86			121%	Did Not

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

This job is complete. Final Inspection requested. The revised completion date was 1/29/86. The contractor was acessed Liquidated Damages through 3/12/86. Turn on @ Watkins St. 3/18 /86. Turn on @ Lister St. 3/19/86. Turn on @ Caves Hwy. 3/20/86.

XX

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Semi-Final is being sent. 3rd Notification will be withheld untill requirements for Contractor Payrolls are met and several Material Certifications recieved.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Vern Neiswenger
Ron Busey - Medford

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10 [illegible]

STATE COPY

cc: L. W. Rulien

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Josephine	DIVISION Oregon COPY SENT
IN COMPANY WITH Bill Quinn and Doug Green, OSHD			APR 10 1986
DATE OF INSPECTION 3/26/86	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJEC[illegible]·Region D.C HES-17(9)
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED 121 % WORK COMPLETED 100 %

REDWOOD HIGHWAY @ WATKINS STREET
REDWOOD HIGHWAY
Traffic Signal

Work completed under this project consisted of the installation of a traffic signal system and the construction of wheel chair ramps at the intersection of the Redwood Highway and Watkins Street in the City of Cave Junction.

A contract in the amount of $95,461.00 was awarded Hamilton Electric, Inc., in 6-14-85. Work began on 10-21-85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 3-12-86 (except for some minor repair to the grout pad under one signal pole) at a final estimated cost of $111,435.00 or approximately 4.5% below the autorized amount of $121,031.86.

The contract provided for a specified completion date of 1-15-86. Work was completed on 3-12-86 and liquidated damages were assessed accordingly. Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

Based on the results of this inspection, acceptance of the contract work, subject to satisfactory repair of the grout pad mentioned above, is recommended.

###########

NOTED
W. E. SCHWARTZ

4/14

RECEIVED
STAT HWY ENGR
APR 11 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446A
(Rev. 2-84)

N

October 3, 1985

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

CON 5

Re: Time Extension Request
Redwood Hwy. @ Watkins St.
Contract No. 10,065
FAP No. HES-17(9)

Your request for additional contract time in which to complete the above project has been reviewed. You have requested an additional 60 days of contract time due to non-performance of a sub-supplier to your signal supplier.

The supplying of the required contract materials is the responsibility of the contractor and non-performance is not a valid reason for adjustment of contract time. Your request is accordingly denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.

TE/200

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson ATTN: O.B. Jackmond
Construction Engineer

DATE: September 4, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Request for a Time Extension
Contract No. 10,065
Redwood Hwy. @ Watkins St.
Cave Junction

CE___ CAE✓ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___ SEP 09 1985 FE___ CP___
CA___ PQC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

I have reviewed the contractor's request for a time extension and with the information he has supplied, I cannot recommend his request be granted.

The State has caused no delays and it is the contractor's responsibility to find a supplier who can supply the materials on time.

wjq/ba

cc: R . Busey

10-2-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend that this request be denied.

O.B. Jackmond

125-1387

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-265	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
MODIFICATION NUMBER 1		Project Number HES-17(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,000.00	$ 141,031.00
Federal funds	$ 18,000.00	$ 126,927.00
Other revisions		

This modification is made for the following reasons:

To add contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout
for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Re... 10-75)

Previous editions are obsolete

Ken. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 25, 1985

FEDERAL AID PROJECT NO. HES-17(9)

REDWOOD HIGHWAY @ WATKINS ST. (CAVE JCT.) SECTION
JOSEPHINE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 20,000.00
	TOTAL	$ 20,000.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 803.00
Temporary Signs	Sq. Ft.	262	4.00	1,048.00
Temporary Barricades	Each	2	26.50	53.00
Sequential Arrow Signs	Each	1	415.00	415.00
Flaggers	Hour	30	15.00	450.00
Sidewalk Ramps	Each	1	594.00	594.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	69,643.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	22,455.00
				$ 95,461.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,800.00
Remove Pavement Striping, Existing & Temporary	All Required	3,600.00
State Furnished Prom & Program	All Required	700.00
Signal Controller Testing	All Required	2,075.00
		$ 11,175.00
	SUBTOTAL	$106,636.00
	Engineering	14,395.00
	TOTAL	$121,031.00

Length of Project ------------------ 0.0 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 20,000.00	$ 18,000.00	$ 2,000.00
Signals	121,031.00	108,927.00	12,104.00
TOTAL	$141,031.00	$126,927.00	$14,104.00

Group 1: 96%; Group 8: 4%
Contract No. 10,065
Prefix: C17-1944 P.E.
Prefix: C10065
Appn Code: 141

DDB/CPL:pf/me

STATE COPY ✓

TO BE COMPLETED BY FHWA

8-92

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE Oregon

COUNTY Josephine

PROJECT NO. HES-17(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 199, Watkins St. (Cave Jct.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-18-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,000.00	$ 18,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

xxxFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon August 3, 1984

Federal-Aid Project No. HES-17(9)

Redwood Hwy. @ Watkins St. (Cave Jct.)
Josephine County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 20,000.00
		Total	$ 20,000.00

Length of Project	0.0 mi.

Federal Funds (90%)	$ 18,000.00
State Funds	2,000.00
Total	$ 20,000.00

Group 1 100%
Prefix: 17-1944
WH:bkb

10,065

[illegible]

STATE OF OREGON — INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION — LOC 3

TO: FILES

DATE: June 27, 1985

E S Hunter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 6, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 6, 1985 on the following projects:

1. District 1 Paving
   Columbia River Highway
   Clatsop County
   Paving
   Overlay

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Bids Rejected.

3. Mt. Vernon-John Day (Unit 1)
   John Day Highway
   Grant County
   Grading and Paving

   Bikeway project. Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

4. Redwood Highway @ Watkins Street (Cave Junction)
   Redwood Highway
   Josephine County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Chiloquin Rock Production
   The Dalles-California Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

6. Willamette Rock Production
   Willamette Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

7. Willamette Highway @ Crestview Street (Oakridge)
   Willamete Highway
   Lane County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

8. Molalla River-Stauffer Road (Unit 1)
   Pacific Highway East
   Marion and Clackamas Counties
   Paving
   Resurfacing

   Same as No. 1.

9. Rocky Butte-N.E. Multnomah Street (Unit 1) Bikeway
   East Portland Freeway
   Multnomah County
   Grading and Structures

   Bikeway structure and approaches. This section closes part of the gap in the bikeway through the Rocky Butte Jail areas.

10. S.E. Yamhill Street-S.E. Division Street
    Cascade Highway
    Multnomah County
    Storm Sewer

    Same as No. 1.

11. Millican Creek-McMinnville (Bikeway) Unit 1
    Pacific Highway West
    Yamhill County
    Grading and Paving

    Bikeway project. Shoulders being widened to provide a 6-foot bicycle lane adjacent to a 12-foot travel lane.

12. 17th Street-Edmunston Street (McMinnville)
Pacific Highway West
Yamhill County
Grading and Paving

Overlay and/or reconstruction of existing streets between curbs. Sidewalk will be constructed where none exist.

Same as No. 1.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,065

TKR [illegible]
Cave Junction

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Josephine

3. FROM

Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40209

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/ att to ag 5/23

7. DATE AUTHORIZATION EFFECTIVE 5-15-85
8. FEDERAL ROUTE NUMBER Primary 17
9. STATE ROUTE NUMBER Primary 25

10. GENERAL LOCATION:

REDWOOD HIGHWAY AT WATKINS STREET (CAVE JUNCTION) SECTION

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5-3-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 13, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $125,134; Federal Funds $130,620.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE MAY 22 1985

15. SIGNATURE OF APPROVING OFFICIAL R Christianson

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,[illegible] SC

Ira 7-6-t Cave Jct.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

7-20-84

4. PROGRAM NO.

5. ITEM NO. 40209

6 TO

Mr. H. S. Coulter
State Highway Egnineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-18-84

8. FEDERAL ROUTE NUMBER Primary 17

9. STATE ROUTE NUMBER Primary 25

10. GENERAL LOCATION
Redwood Hwy. at Watkins St. (Cave Junction) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work TEC $20,000 F.F. $18,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-11-84.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7/20/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10. 65

Ira 7-6-21
Cave Jct.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

Date: July 11, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40209
Project No. HES-17(9)
Redwood Hwy. @ Watkins St. (Cave Junction) Sec.
Redwood Highway
Josephine County

Attached data consists of PR-1 forms with project maps, collision diagram, traffic signal warrant comparison, other traffic data, sketch map and Authority for Survey.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $20,000 with an obligation of $18,000 in federal funds.

DRH:bkb
Attachments
cc: L.E. George
James J. Gix (Region 3)
General Files

Form 734-3122

10,065

TRd 7-6-1
1 ave Xct

July 9, 1984

City of Cave Junction
City Hall
Cave Junction, OR 97523

AGR 4

Attention: Bud Phillipp
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 8146

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment on the Redwood Highway at Watkins Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 25, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Redwood Highway @ Watkins Street (Cave Junction) MP 28.85

A project has been requested to install traffic signals at the subject intersection.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Redwood Highway @ Watkins St (Cave Junction) Josephine County	$103,400	$93,060	$10,340

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

orig Gormsen
cys
George
Acctg.
Files
4-30

APPROVED:

H S Coulter

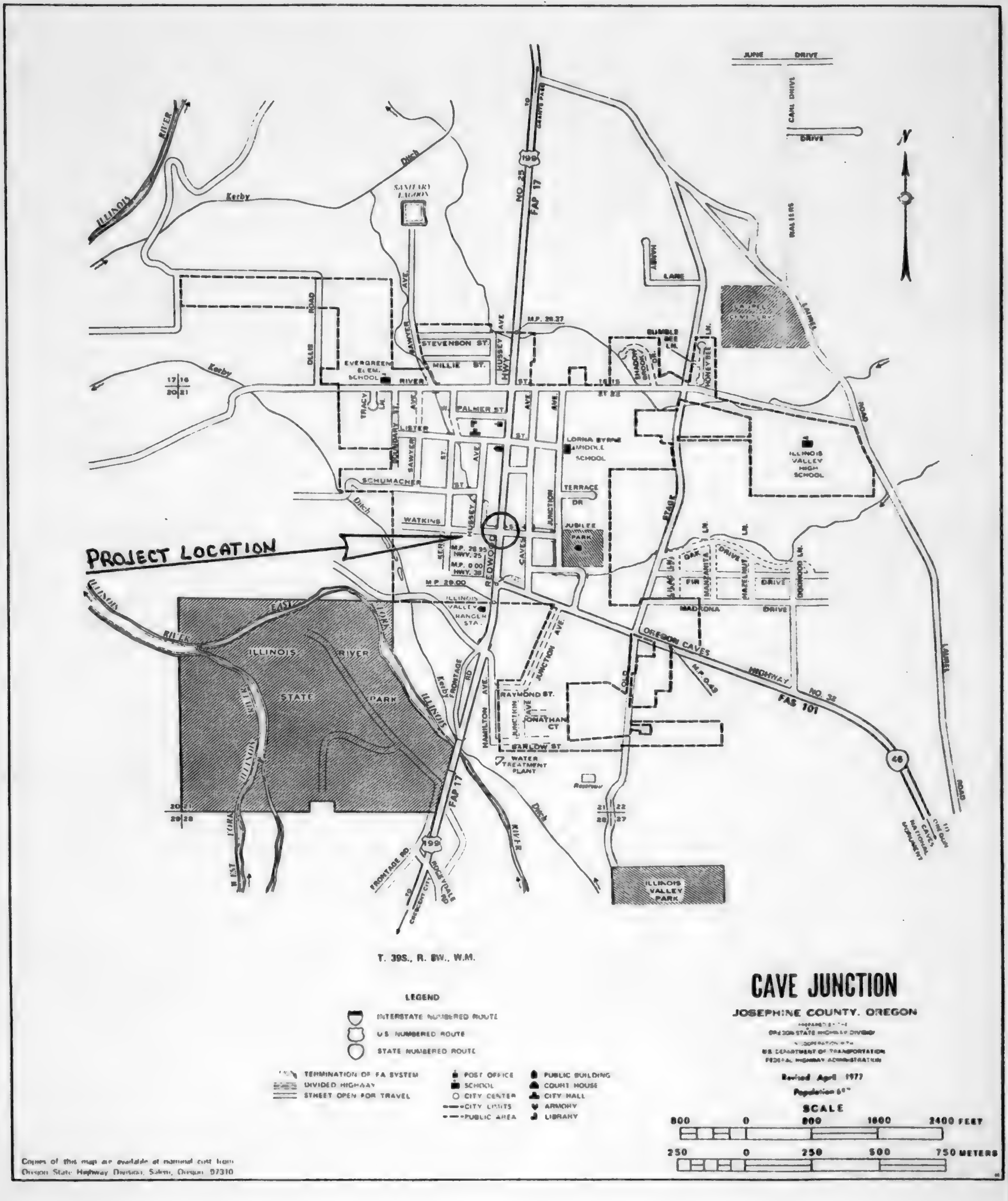
State Highway Engineer

DATE: 4-27-84

RECEIVED
STATE HWY ENGR
APR 27 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

on May report


PROJECT LOCATION
N
JUNE DRIVE
CARL DRIVE
DRIVE
WALTERS
ILLINOIS RIVER
Kerby
Ditch
SANITARY LAGOON
199
NO 25
FAP 17
M.P. 28.27
HUSSEY AVE
HUSSEY HWY
SAWYER AVE
STEVENSON ST.
MILLIE ST.
EVERGREEN ELEM. SCHOOL
RIVER
ELLIS ROAD
17 16
20 21
TRACY LN.
PALMER ST.
LISTER
BOUNDARY AVE
SCHUMACHER
WATKINS
LORNA BYRNE MIDDLE SCHOOL
TERRACE DR
JUBILEE PARK
JUNCTION AVE
CAVES
REDWOOD
M.P. 29.95 HWY. 25
M.P. 0.00 HWY. 38
M.P. 29.00
ILLINOIS VALLEY RANGER STA.
BUMBLE BEE LN.
SHADOW BROOK DR.
HONEYBEE LN.
LANE
ILLINOIS VALLEY HIGH SCHOOL
STAGE ROAD
LILAC LN.
OAK
MANZANITA
HAZELNUT LN.
DOGWOOD LN.
FIR
DRIVE
MADRONA
OREGON CAVES HIGHWAY NO. 38
FAS 101
M.P. 0.43
46
ILLINOIS RIVER STATE PARK
EAST FORK
WEST FORK
FRONTAGE RD
HAMILTON AVE
RAYMOND ST.
JONATHAN CT
BARLOW ST
OLD
WATER TREATMENT PLANT
RESERVOIR
20 21
29 28
21 22
28 27
FRONTAGE RD.
ROCKYDALE RD
CRESCENT CITY
RIVER
ILLINOIS VALLEY PARK
LAUREL ROAD
OREGON CAVES NATIONAL MONUMENT
T. 39S., R. 8W., W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

CAVE JUNCTION

JOSEPHINE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised April 1977

Population 6[illegible]

Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon 97310

10,285 — 25

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Josephine

KEY ID# 02088

SECTION REDWOOD HIGHWAY @ WATKINS STREET

REGION 3

Hwy #25 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 17-1944

DATE 5-8-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER		$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		600
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		11,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 20,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-17(9)

LOCATION ENGINEER'S REMARKS

This is for authority to perform a field survey and prepare a base map.

1 Versteeg ✓
Anderson
4 Bud
4
2 Edwards E
Turpin
3 Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do ... File
Return To
Bring Up ..../..../....
Action

Approved by State Hwy Engr. 4-27-84

PREPARED BY Gary M. Colfax	DATE 4-24-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Duane E. Edwards	DATE 5/21/84
RECOMMENDED, REGION ENGINEER X	DATE 4-23 84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-17-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Hespin	DATE 5/16/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-25-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02088

REGION 3

SECTION REDWOOD HIGHWAY @ WATKINS STREET

STATE HIGHWAY # 25	HIGHWAY NAME Redwood Highway	MILE POST FROM 28.85 TO -	LENGTH -
☒ URBAN ☐ RURAL	CITY Cave Junction	COUNTY Josephine	ROAD/STREET NAME
ROUTE # 199	FEDERAL AID # EAP 17	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 12.4
RIGHT OF WAY		$ --
ROADWAY	$ --	
STRUCTURES	$ --	
SIGNALS	$ 65	
ILLUMINATION	$ --	
TEMPORARY PROTECTION	$ --	
	$ --	
40% ENGINEERING & CONTINGENCIES	$ 26	
TOTAL CONSTRUCTION		$ 91
TOTAL ESTIMATE		$103.4

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE ~~S.A.~~ HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	5
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	8000	--
YEAR OF AVERAGE DAILY TRAFFIC	1982	--

DEFINE THE PROBLEM

Side street traffic (Watkins St.) experiences long delays trying to enter the traffic flow on the Redwood Hwy.

PROPOSED SOLUTION

Install a five phase fully-actuated traffic signal.

REQUESTED, REGION ENGINEER X	DATE 4-23-84
APPROVED, ASST HWY ENG FOR OPERATIONS X	DATE
APPROVED, ASST HWY ENG FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING
D 27 APR 84	[illegible] 85	HES

734 1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02088

SECTION Redwood Highway @ Watkins Street

REGION 3

PROJECT JUSTIFICATION

This office was requested to make a traffic signal investigation at this intersection to see if minimum warrants were met.

A sixteen hour manual count was made on July 25 & 26, 1983; the results showing that the interruption of continuous traffic warrant was met.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 -- PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02088

REGION 3

SECTION REDWOOD HIGHWAY @ WATKINS ST.

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95		SIGNS (PERMANENT)	N	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N		

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N
CONDITIONAL USE	N	SENSITIVE LAND	N
FLOOD PLAIN	N	CULTURAL RESOURCE	N
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
STATE LANDS	N	SECTION 106	N
GEOLOGY AND MINERALS	N	NOISE STUDY	N
BUILDING	N	SECTION 4(F)	N
SIGNALS	S	OLD (#) 0	NEW (#) 1
UTILITIES	S	(LIST BELOW)	

COMPANIES
Power
Water
Gas

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		C		10		12	12	4	12	12		10		C		
		C		10		12	12	12 ~~14~~	12	14 ~~12~~		0		C		
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 5/16/84

734-1912 (7-82)

PROJEC PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02088

SECTION REDWOOD HIGHWAY @ WATKINS STREET

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

N/A

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

N/A

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The installation of this traffic signal will reduce the delay to side street traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

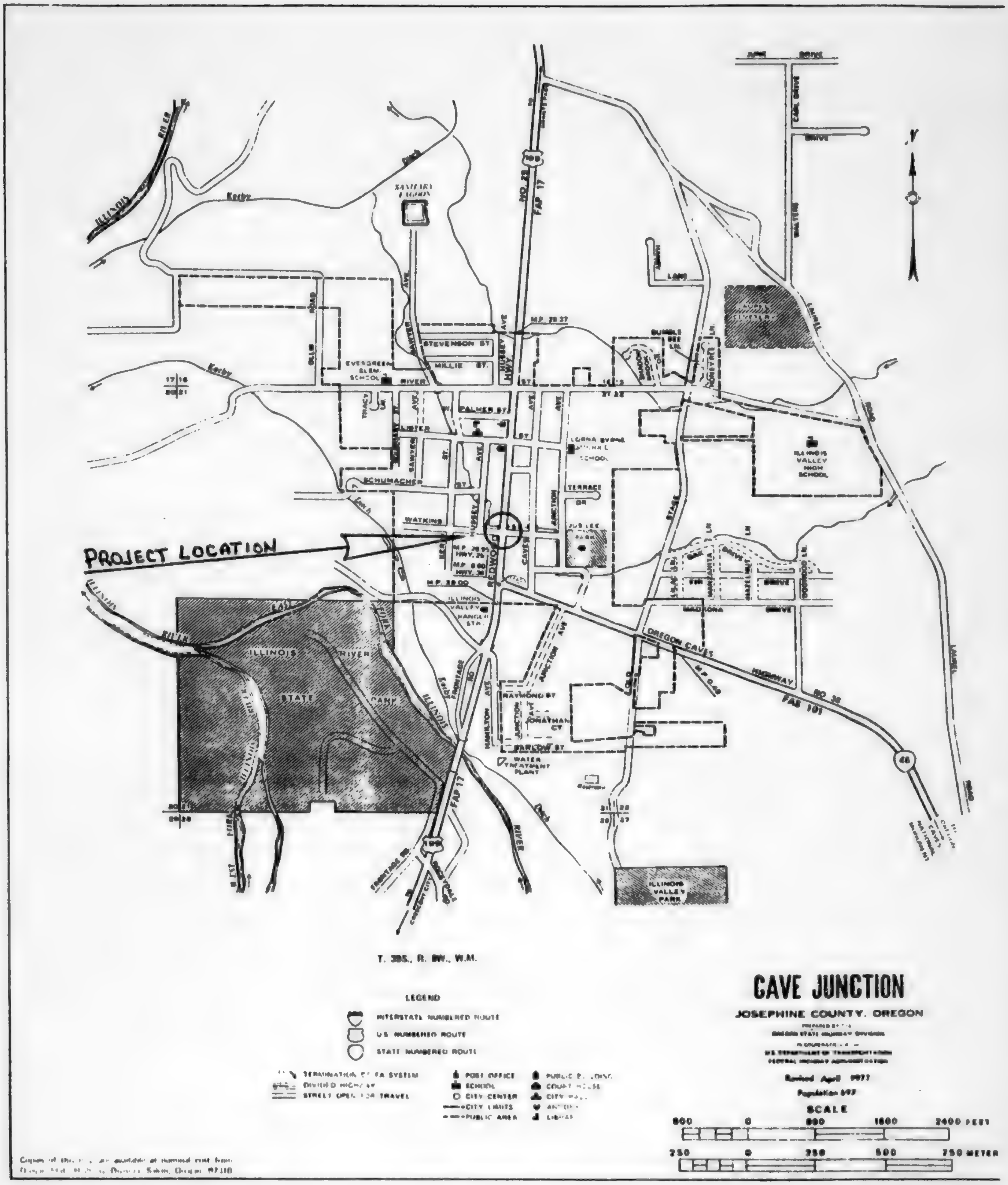
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Vicinity map, traffic signal warrant comparison, manual count.

PREPARED BY X Gary M. Colfax	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


PROJECT LOCATION
CAVE JUNCTION
JOSEPHINE COUNTY, OREGON
Revised April 1977
Population 697
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METER
T. 39S., R. 8W., W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BLDG.
COURT HOUSE
CITY HALL
AIRPORT
LIBRARY
ILLINOIS RIVER
Kerby
SAWYER
HUSSEY AVE
NO. 25
FAP 17
STEVENSON ST
MILLIE ST.
RIVER
EVERGREEN ELEM. SCHOOL
TRACY
LISTER
PALMER ST.
SCHUMACHER
WATKINS
LORNA BYRNE MEMORIAL SCHOOL
TERRACE DR
JUNCTION
CAVES
REDWOOD HWY.
JUBILEE PARK
ILLINOIS VALLEY HIGH SCHOOL
LAUREL ROAD
M.P. 29.37
M.P. 28.00
ILLINOIS VALLEY RANGER STA.
ILLINOIS RIVER STATE PARK
OREGON CAVES HIGHWAY NO. 38
FAS 101
RAYMOND ST
JONATHAN CT
BARLOW ST
HAMILTON AVE
WATER TREATMENT PLANT
MADRONA DRIVE
ILLINOIS VALLEY PARK
FRONTAGE RD.
199
46

1985 Will. Hwy. @ Crestview St. 10,068
(Oakridge) Sec, Will. Hwy. in Oakridge.
(traffic signal install.)

ic cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 5/21/87	REPORT MADE BY Richard R. Arnold		PROJECT NO. FG-29(12)
COMPLETION DATE (Actual) 1/14/86	ACCEPTANCE DATE BY CONRTACT AGENCY 8/29/86	TIME ELAPSED 101 %	CONTRACT TIME 180 C.D.
LOCATION Willamette Hwy & Crestview (Oakridge)			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Work completed under this contract consisted of the installation of a three-phase traffic system at the intersection of Crestview Drive and the Willamette Highway in the City of Oakridge. A contract in the bid amount of $47,660.20 was awarded Clarke Electric, Inc., Eugene, Oregon on 6/14/85. Contract work began on 10/9/85 and was completed in reasonably close conformance with the approved plans and specifications on 1/14/86 at a final cost of $64,455 which includes $47,470 for original bid item work, $1,743 for work completed under approved price agreements, $3,572 for State Force work, $330 credit for liquidated damages and $12,000 for construction engineering.

A total of 183 calendar days were used as compared to the 180 calendar days allowed under the contract. Liquidated damages in the amount of $330 were assessed accordingly.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to meet specification requirements.

There were no significant overruns or underruns on the project.

- RRA -

8

RECEIVED
STATE HWY ENGR
MAY 26 '87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy
5/28

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Rich R. Arnold	SIGNATURE John T. Price
TITLE Area Engineer DATE 5/26/87	TITLE District Engineer DATE 5/26/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

10,068

September 10, 1986

CON 5 - #10,068

Fireman's Fund Insurance Company
P.O. Box 3825
Portland, OR 97208

On September 5, 1986, we wrote to you concerning release of final payment on Contract No. 10,068 awarded to Clarke Electric, Inc. for work on the Willamette Highway at Crestview Street (Oakridge) in Lane County.

Final payment on this contract is $500.56 and the total contract amount is $48,883.66. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Clarke Electric, Inc.
P.O. Box 10326
Eugene, OR 97440

Smith & Crakes, Inc.
P.O. Box 489
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,068

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10068

TO: Commission Services

DATE: August 29, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10068 ,	On Site Work Substantially Completed January 14, 1986
All Work Completed	April 19, 1986	
Project	Willamette Highway at Crestview Street (Oakridge)	
Highway	Willamette	
County	Lane	
Type of Work	Traffic Signals	
Contractor	Clarke Electric, Inc.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-5-86 - Surety letter sent. (slp)

RECEIVED
SEP 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

August 25, 1986

Clarke Electric, Inc.
P. O. Box 10326
Eugene, OR 97440

CON 5
10068

Re: Time Extension Request
Willamette Hwy. @ Crestview St.
Contract No. 10068
FAP No. FG-29(12)

Your request for additional contract time in which to complete this project has been reviewed. Adjustment of contract time is made in accord with the provisions of Subsection 108.09 of the contract Standard Specifications. Your request was submitted more than 60 days after "Second Notification" on this project and cannot be considered.

There remains three (3) calendar days of liquidated damages on this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Chuck Hemenway w/att.

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3
440-3399

TO: O. B. Jackmond
Contract Administration Engineer

DATE: August 8, 1986

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Time Extension Request
Willamette Highway at Crestview Street
Lane County
Contract #10068

Attached is Clark Electric's request for time extension and the project manager's recommendation plus a summary prepared by Chuck Godfrey. In reviewing all of these items, I concur with the project manager that the time extension requested by the contractor be denied.

8-22-86

ba/sh
Attach

W. E. Schwartz -
I concur with Region and Project Manager and recommend this request be denied.

O.B. Jackmond

cc: C. Hemenway

CE ...... C. [illegible] RECEIVED AUG 1[illegible] 1986 CONSTRUCTION SECTION
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___
STC ...... TC ___
SA ...... CC ___
[illegible] ...... CP ......
PQC ___
GCS ___
FILE ___

81-125-1387

10,068

N

May 15, 1986

CON 5 - #10,068

Oakridge Sand & Gravel
P.O. Box 751 - 47859 Berry Street
Oakridge, OR 97463

Attention: Ed Fisher
President

Thank you for your letter of April 1, 1986, notifying us that your claim in the amount of $1,234.94 has been satisfied.

This was in connection with a claim filed against Contract No. 10,068 with Clarke Electric, Inc., for traffic signal installation on the Willamette Highway at Crestview Street in Oakridge.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Clarke Electric, Inc.
P.O. Box 10326
Eugene, OR 97440

Fireman's Fund Insurance Co.
P.O. Box 3825
Portland, OR 97208

Smith & Crakes, Inc.
P.O. Box 489
Eugene, OR 97440

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cb

NOTED ON CARD
5/15/86 CB

OAKRIDGE SAND & GRAVEL, INC.

P.O. Box 751 - 47859 Berry Street
Oakridge, Oregon 97463

April 1, 1986

Robert W. Gormsen
Commission Services
Transportation Building
Salem, OR 97310

Re: Contract No. 10,068

Please be advised that our claim against Clarke Electric, Inc. in the amount of $1,234.94 has been satisfied. We received payment in full from the contractor this date.

Thank you for your efforts in this matter.

OAKRIDGE SAND & GRAVEL, INC.

Ed Fisher

Ed Fisher, President

gs

cc: Clarke Electric, Inc.
P.O. Box 10326
Eugene, OR 97440

Highway Div. - Dept of Transportation
2141 E. 15th
Eugene, OR 97403

RECEIVED
APR 8 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Telephone (503) 782-2201

JC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FG-29(12)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40156

2A. COUNTY NAME Lane

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 6, 1986

8. FEDERAL ROUTE NUMBER Primary 29

9. STATE ROUTE NUMBER Primary 18

10. GENERAL LOCATION:

Willamette Highway at Crestview Avenue (Oakridge)

11. GENERAL DESCRIPTION OF WORK

Raise signal head and sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/6/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $550; Federal Funds $550.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

11/5/86

Report No. 24

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette Hwy @ Crestview (Oakridge)

WEEK ENDING: March 22, 1986

SECTION PREFIX: None

HIGHWAY: Willamette

COUNTY: Lane

NAME OF JOB: Willamette Hwy @ Crestview (Oakridge)

KIND OF WORK: Traffic Signals

CONTRACTOR: Clarke Electric Co.

CONTRACT NUMBER: C10068

FEDERAL AID PROJECT NUMBER: FG-29(12)

DATE OF CONTRACT: June 14, 1985

DATE WORK STARTED: October 9, 1985

ESTIMATED COMPLETION DATE: Complete.

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: 183

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101.7%

PROJECT AUTHORIZATION: $ 60,152.80

EXCLUSIVE OF ENGINEERING: $ 54,899.28

ENGINEERING AUTHORIZATION: $ 5,253.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 52,460.69

ENGINEERING COST TO DATE: $ 10,326.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104.4%

ESTIMATED PERCENT: OVERRUN 4.4 %

PERCENT OF AUTHORIZATION: 196.6 %

DATE PROJECT WAS COMPLETED: January 14, 1986

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals	
						100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Complete.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				F

Report #24

C10068 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** 3/22/86

3/16/86 SUNDAY	Project Complete.
3/17/86 MONDAY	
3/18/86 TUESDAY	
3/19/86 WEDNESDAY	
3/20/86 THURSDAY	
3/21/86 FRIDAY	
3/22/86 SATURDAY	

REMARKS

First Notification - 10/9/85.

Second Notification - 1/14/86.

Third Notification - 3/19/86.

This will be the last report.

SIGNED Charles F. Hemenway LOCATION Eugene
Charles F. Hemenway, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

CL 1986-0141

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 26 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 20, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#10,068

Oakridge Sand & Gravel
P.O. Box 751
Oakridge, OR 97463

Attention: Ed Fisher
President

We have received your letter of February 20, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Oakridge Sand & Gravel, Inc.
AMOUNT:	$1,234.94
FOR:	Material
AGAINST (Prime contractor):	Clarke Electric, Inc.
CONTRACT NO.:	10,068
PROJECT:	Willamette Highway at Crestview Street in Oakridge, Lane County
SURETY:	Fireman's Fund Insurance Company
AGENT:	Smith & Crakes, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Clarke Electric, Inc.
P.O. Box 10326
Eugene, OR 97440

Smith & Crakes, Inc.
P.O. Box 489
Eugene, OR 97440

Fireman's Fund Insurance Company
P.O. Box 3825
Portland, OR 97208

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3/20/86 CB

OAKRIDGE SAND & GRAVEL, INC.

P.O. Box 751 - 47859 Berry Street
Oakridge, Oregon 97463

February 20, 1986

Robert Gormsen
Commission Services
121 Transportation Building
Salem, OR 97310

RE: Materials supplied to Willamette Highway at Crestview
C10068

Dear Sir:

Oakridge Sand & Gravel, Inc. has supplied concrete and aggregate to the above referred project for Clarke Electric, Inc. At this time, we have an outstanding balance of $1,234.94, of which $98.16 is 100 days past due, $1065.28 is 40 days past due, and $71.50 is now 10 days past due. We have attempted to contact Clarke Electric at their Eugene office but no one in authority will talk with us. Numerous excuses and delays have been relayed by the person answering the phone.

We would appreciate your assistance in collecting this past due balance. It is our understanding that this is a bonded job and we have recourse through the bonding company, should payment not be made by the contractor.

Sincerely,

Ed Fisher
President

gs
cc: Clarke Electric, Inc.
P.O. Box 10326
Eugene, OR 97490

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Telephone (503) 782-2201

10 068

bj   cc: OSHD (L. W. Rulien)   **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	**REPORT NO.** 1	**COUNTY** LANE	**DIVISION** OREGON

IN COMPANY WITH
Doug Green, Project Manager; OSHD

DATE OF INSPECTION 3-7-86	**INSPECTION MADE BY** W. N. Bryant, Area Engineer	**PROJECT NO.** FG-29(12)

QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 102 %	**WORK COMPLETED** 100 %

WILLAMETTE HIGHWAY @ CRESTVIEW
WILLAMETTE HIGHWAY
Signal

Work completed under this contract consisted of the installation of a three-phase traffic system at the intersection of Crestview Drive and the Willamette Highway in the City of Oakridge. A contract in the bid amount of $47,660.20 was awarded Clarke Electric, Inc., Eugene, Oregon on 6-14-85. Contract work began on 10-9-85 and was completed in reasonably close conformance with the approved plans and specifications on 1-14-86 at a final cost of $67,765.00 which includes $51,095.00 for original bid item work, $1200.00 for work completed under approved price agreements, $5300.00 for State Force work, $330.00 credit for liquidated damages and $9840.00 for construction engineering.

A total of 183 calendar days were used as compared to the 180 calendar days allowed under the contract. Liquidated damages in the amount of $330.00 were assessed accordingly.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to meet specification requirements.

Based on the results of the inspection, acceptance of the contract work is recommended.

NOTED
W. E. SCHWARTZ

3/18

RECEIVED
STAT. HWY ENGR
MAR 17 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

10,068

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: February 20, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10068

FROM: Bruce M Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FG-29(12)

Contract 10068, Work Completed January 14, 1986

Project Willamette Hwy. @ Crestview St. (Oakridge)

Highway Willamette

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-7-86

213

G. K. Hoover
for Dale E. Wilken
Division Administrator

NOTED
LARRY RULIEN

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED STATE HWY ENGR						
MAR 10 '86						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
FEB 21 1986
[illegible]

N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Don Aman
Condemnation/Federal-Aid Coordinator

DATE: December 4, 1985

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Acquisition of Right-of-Way
Willamette Highway @ Crestview Street (Oakridge)
Willamette Highway
Lane County
File No. 54958

State funds in the amount of $1,500 have been authorized to purchase the above listed file as requested by your November 26, 1985 letter. If expenses are expected to overrun the authorized amount, please request an additional authorization.

Prefix C020-2033 has been assigned for costs necessary to acquire the property. Refer to project number FG-29(12) for additional data.

RDF:me
cc: Benny Vaughn
Alan Lightner
General Files ✓

81-125-1387

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-256	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1		Project Number FG-29(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 27, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,800.00	$ 74,924.00
Federal funds	$ 14,800.00	$ 74,924.00
Other revisions		

This modification is made for the following reasons:

To add contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L [illegible]
for
Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 25, 1985

FEDERAL AID PROJECT NO. FG-29(12)

WILLAMETTE HWY. @ CRESTVIEW ST. (OAKRIDGE)
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 14,800.00
	TOTAL	$ 14,800.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 755.00
Temporary Signs	Sq. Ft.	144	5.55	799.20
Flaggers	Hour	40	8.00	320.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	37,440.00
Moddel 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	8,346.00
				$ 47,660.20

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,700.00
State Furnished Prom & Program	All Required	700.00
Signal Controller Testing & Turn-On	All Required	2,275.00
		$ 4,675.00
	SUBTOTAL	$ 52,335.20
	Engineering	7,588.80
	TOTAL	$ 59,924.00

Length of Project ----------------- 0.0 mile

RETAIN IN RESERVE

Permanent Signing	All Required	$ 200.00

SUMMARY OF FUNDS (100%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS
P.E.	$ 14,800.00	$ 14,800.00
Traffic Signal	59,924.00	59,924.00
SUBTOTAL	$ 74,724.00	$ 74,724.00
Reserve	200.00	200.00
TOTAL	$ 74,924.00	$ 74,924.00

Group 1: 100%
Contract No. 10,068
Prefix: C20-1922 P.E.
Prefix: C10068

Appn Code: A14

DDB/CPL:pf/me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-152	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-19-84	State: Oregon County: Lane Project No.: FG-29(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58, Crestview Ave. (Oakridge)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-27-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT $ 14,800.00	FEDERAL FUNDS $ 14,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 19 1984

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Gen. File

Oregon State Highway Division
Salem, Oregon March 15, 1984

Federal-Aid Project No. FG-29(12)

Willamette Highway @ Crestview Ave. (Oakridge) Section
Willamette Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 14,800.00
		Total	$ 14,800.00

Length of Project	0.0 mi.

Federal Funds (100%)	$ 14,800.00
Total	$ 14,800.00

Group 1 100%
Prefix:

RHZ:bkb

10,068

[illegible] 7-6-'5
Lockridge

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

[illegible]

TO: FILES

DATE: June 27, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 6, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 6, 1985 on the following projects:

1. District 1 Paving
   Columbia River Highway
   Clatsop County
   Paving
   Overlay

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Bids Rejected.

3. Mt. Vernon-John Day (Unit 1)
   John Day Highway
   Grant County
   Grading and Paving

   Bikeway project. Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

4. Redwood Highway @ Watkins Street (Cave Junction)
   Redwood Highway
   Josephine County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Chiloquin Rock Production
   The Dalles-California Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

81-123-1387

6. Willamette Rock Production
   Willamette Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

7. Willamette Highway @ Crestview Street (Oakridge)
   Willamete Highway
   Lane County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

8. Molalla River-Stauffer Road (Unit 1)
   Pacific Highway East
   Marion and Clackamas Counties
   Paving
   Resurfacing

   Same as No. 1.

9. Rocky Butte-N.E. Multnomah Street (Unit 1) Bikeway
   East Portland Freeway
   Multnomah County
   Grading and Structures

   Bikeway structure and approaches. This section closes part of the gap in the bikeway through the Rocky Butte Jail areas.

10. S.E. Yamhill Street-S.E. Division Street
    Cascade Highway
    Multnomah County
    Storm Sewer

    Same as No. 1.

11. Millican Creek-McMinnville (Bikeway) Unit 1
    Pacific Highway West
    Yamhill County
    Grading and Paving

    Bikeway project. Shoulders being widened to provide a 6-foot bicycle lane adjacent to a 12-foot travel lane.

12. 17th Street-Edmunston Street (McMinnville)
Pacific Highway West
Yamhill County
Grading and Paving

Overlay and/or reconstruction of existing streets between curbs. Sidewalk will be constructed where none exist.

Same as No. 1.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

TRA 7-67
Oakridge

nig

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND~~/OR~~ AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FG-29(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 40156

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/ att. to
5/23

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5-15-85	Primary 29	Primary 18

10. GENERAL LOCATION:
WILLAMETTE HIGHWAY AT CRESTVIEW AVENUE (OAKRIDGE)

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5-6-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 13, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $58,145 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
MAY 22 1985	A Christianson	for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

10-1

TRA 7-6-1k
Oakridge

Willamette Hwy.
at Crestview St.

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller	w/att
Robert Gormsen	"
E. S. Hunter	"
W. E. Schwartz	"
R. N. Bothman	"
Section Heads	"
Region Engineers	"
George Bell	"

SIGNAL PROJECTS
Preliminary Engineering
Field Location Survey
Only

Metro Region

Pacific Highway West at S.W. Fisher Road Washington County Fiscal Year 1985 Traffic signals	$ 10,000
Scholls Highway at Sorento Road Beaverton Fiscal Year 1985 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Bridgeport Road Durham Fiscal Year 1985 Traffic signals and channelization	15,000
Mt. Hood Highway at 362nd Avenue Sandy Fiscal Year 1986 Traffic signals	10,000
Sunset Highway at Sylvan Eastbound Ramp Signal Fiscal Year 1986 Traffic signals	15,000
Tualatin Valley Highway at S.W. 91st Avenue Washington County Fiscal Year 1986 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Oak Washington County Fiscal Year 1987 Traffic signals and channelization	15,000
Scholls Highway at S.W. Nicol and S.W. Laurelwood Washington County Fiscal Year 1987 Traffic signals	10,000

Region 2

Pacific Highway West at S.E. Crystal Lake Road Corvallis Fiscal Year 1985 Traffic signals	$ 10,000
Pacific Highway East at Grant Canby Fiscal Year 1985 Traffic signals and channelization	15,000
Pacific Highway East at Brooklake Road Brooks Fiscal Year 1985 Traffic signals and channelization	30,000
Pacific Highway West at McDaniel lane McMinnville Fiscal Year 1986 Traffic signals	15,000
Corvallis-Lebanon Highway at Peoria Road Linn County Fiscal Year 1986 Traffic signals	10,000
Corvallis-Newport Highway at S.W. 15th Street Corvallis Fiscal Year 1986 Traffic signals and channelization	15,000

Region 3

Pacific Highway West at 10th Street Junction City Fiscal Year 1985 Traffic signals	$ 10,000
Willamette Highway at Crestview Street Oakridge Fiscal Year 1985 Traffic signals	10,000
Oregon Coast Highway at Winchester Avenue Reedsport Fiscal Year 1985 Traffic signals and channelization	10,000
Pacific Highway West at Bothel Drive Eugene Fiscal Year 1985 Traffic signals	10,000

Region 3 Cont.

Crater Lake Highway at Delta Waters Road Medford Fiscal Year 1985 Traffic signals	10,000
Redwood Highway at Beacon Drive Josephine County Fiscal Year 1985 Traffic signals and channelization	15,000
Cape Arago Highway at Oak Street North Bend Fiscal Year 1986 Traffic signals	10,000
Interstate 105 at County Club Road (ramp) Eugene Fiscal Year 1987 Traffic signals and signal bridge	25,000
TOTAL	$290,000

[illegible]

Dia 7-6-1
Oakridge

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 17, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40156
Project No. FG-29(12)
Willamette Hwy. @ Crestview Ave. (Oakridge) Sec.
Willamette Highway
Lane County
signal

Attached data consists of PR-1 forms with project maps, Authority for Survey, Collison Diagram, Traffic Signal Warrant Comparison, Twenty-Four Hour Vehicular Volume, other traffic data and sketch maps.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtaion PS&E approval at an estimated total cost of $14,800 with an obligation of $14,800 in Federal Funds.

DRH:jc
Atachments
cc: James J. Gix (Region 3)
General Files

Form 734-3122

18

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Lane Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2081

SECTION: Willamette Highway @ Crestview Ave. [illegible]

REGION: 3

Willamette Hwy #18

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 020-1922

DATE: 12-19-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$4,000	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT	--		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	--		918 LOCATION		400	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	600	600
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT	--	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING	--	
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE	--	
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	--		980 PUBLIC HEARING	--	
913 RIGHT-OF-WAY LIAISON	--		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	·500	500	932 RAILROAD & UTILITIES		100			

TOTALS	$5,100	$ 14,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: FG-29(12)

LOCATION ENGINEER'S REMARKS

This is for authority to conduct a field survey and prepare a base map for a proposed traffic signal installation.

1 Versteeg
Anderson
(ly) Adams
(ly) Lincoln
2 Edwards E
Terpin
3 Trout
(ly) Wakerlig

RECEIVED
MAR 14 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Gary M. Colfax	DATE 12-19-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X	DATE 12-29-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-27-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Willamette Highway @ Crestview Ave.			KEY ID # 02081
			REGION 3
STATE HIGHWAY # 18	HIGHWAY NAME Willamette Highway	MILE POST FROM 35.46 TO --	LENGTH
☒ URBAN ☐ RURAL	CITY Oakridge	COUNTY Lane	ROAD/STREET NAME
ROUTE # 58	FEDERAL AID # FAP 29	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$14.8
RIGHT OF WAY		$
ROADWAY	$ --	
STRUCTURES	$ --	
SIGNALS	$ 70	
ILLUMINATION	$ --	
TEMPORARY PROTECTION	$ 4	
	$	
40% ENGINEERING & CONTINGENCIES	$ 28	
TOTAL CONSTRUCTION		$ 98.0
TOTAL ESTIMATE		$112.8

PROJECT DATA

GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	✓
ILLUMINATION (✓)	
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	9

RIGHT OF WAY

FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
RIGHT OF WAY ACQUISITIONS (S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85	RECOMMENDED FUNDING SOURCE F.A.	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR. ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR. ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	10,100	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

This intersection meets the minimum vehicular volume warrant.

PROPOSED SOLUTION

Install a fully actuated three phase traffic signal.

REQUESTED, REGION ENGINEER X	DATE 12-29-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Willamette Highway @ Crestview Ave.	KEY ID # REGION 3

PROJECT JUSTIFICATION

A traffic signal investigation was conducted at this intersection in May 1980 and it was found to meet the minimum vehicular volume warrant.

Additional R/W may be required for proper location of the signal poles.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Willamette Highway @ Crestview Ave.	KEY ID # REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 0	NEW (#) 1

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES S (LIST BELOW)

COMPANIES
Lane Electric Co-op, Inc.
United Telephone Company
Northwest Cable TV

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 35	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
						14	12	15	12	14						

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJE PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Willamette Highway @ Crestview Ave.	KEY ID # REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

This project may require additional R/W for proper signal pole installation.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

N/A

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No exptected increase in traffic volumes .

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

N/A

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

N/A

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

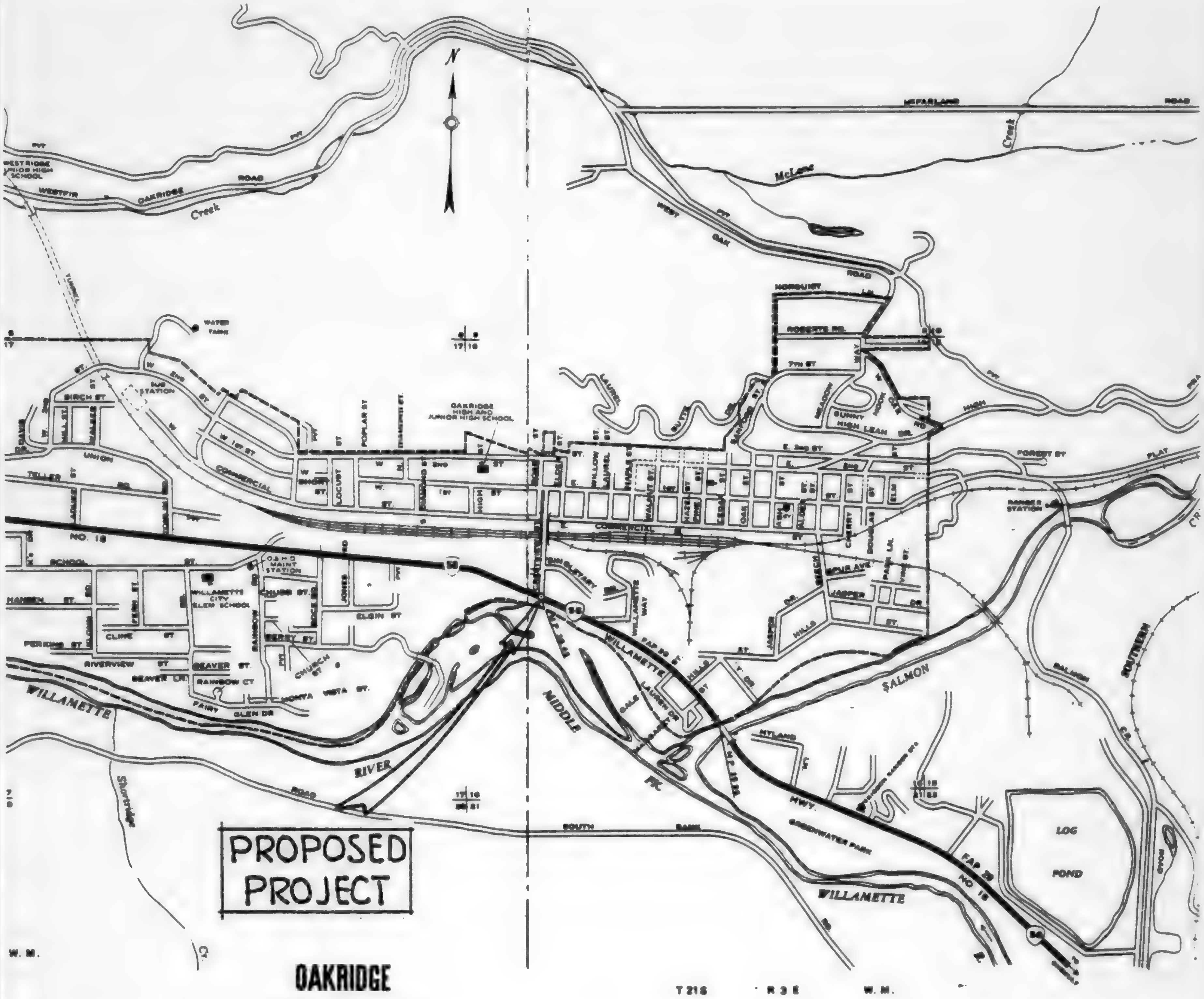
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Vicinity map, manual count, collision diagram, traffic signal warrant comparison.

PREPARED BY X Gary M. Colfax	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)


PROPOSED PROJECT
N
McFARLAND ROAD
McLane Creek
WEST FIR OAK ROAD
WESTFIR OAKRIDGE ROAD
Creek
WESTRIDGE JUNIOR HIGH SCHOOL
WATER TANK
NORQUIST LN
ROBERTS RD
7TH ST
HIGH PRAIRIE
FOREST ST
FLAT
OAKRIDGE HIGH AND JUNIOR HIGH SCHOOL
BIRCH ST
UNION
TELLER RD
COMMERCIAL
W 1ST ST
W 2ND ST
LOCUST
POPLAR ST
HIGH
E 2ND ST
WILLOW ST
LAUREL
WALNUT
HAZEL
CEDAR
OAK
CHERRY
ELM
SPUR AVE
JASPER
RANGER STATION
NO. 18
SCHOOL
O&HD MAINT STATION
WILLAMETTE CITY ELEM SCHOOL
HANSEN ST
CHUGG ST
ELGIN ST
CLINE ST
PERKINS ST
RIVERVIEW ST
BEAVER ST
RAINBOW CT
CHURCH ST
BERRY
MONTA VISTA ST
FAIRY GLEN DR
WILLAMETTE
RIVER
MIDDLE FK
WILLAMETTE FAP 28 NO 18
SALMON
HYLAND LN
GREENWATERS PARK
HWY
FAP 28 NO 18
LOG POND
SALMON CR.
SOUTHERN
ROAD
SOUTH BANK ROAD
WILLAMETTE
17 16
20 21
W. M.

T 21 S R 3 E W. M.

OAKRIDGE

LANE COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 3,910

Revised June 1976

SHEET ARRANGEMENT

1 2

ERSTATE NUMBERED ROUTE
NUMBERED ROUTE
TE NUMBERED ROUTE

T OFFICE PUBLIC BLDG
OOL CY CITY HALL
CENTER CT COURT HOUSE
DEPOT A ARMORY
LIMITS L LIBRARY

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE
U.S NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE PUBLIC BLDG
SCHOOL CY CITY HALL
CITY CENTER CT COURT HOUSE
R.R. DEPOT A ARMORY
CITY LIMITS L LIBRARY

1985 Chiloquin Rock Prod. Proj. 10,066
on The Dalles-Calif. Hwy. N. of
Klamath Falls.

10,066

October 17, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#10,066

Contract No. 10,066 awarded to Kincheloe & Sons, Inc. for the Chiloquin Rock Production Project of The Dalles-California Highway in Klamath County was completed on August 26, 1985 and accepted by the State Highway Division on October 7, 1985.

Final payment in the amount of $2,500 will be released to the contractor after October 22, 1985. The total contract amount is $120,022.24 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Kincheloe & Sons, Inc.
P.O. Box 296
Myrtle Point, OR 97458

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

FKN:arc

NOTED ON CARD
10-18-85 ac

10,066

STATE OF OREGON — **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 7, 1985

Ed Hunter

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10066, On Site Work Substantially Completed August 6, 1985
All Work Completed	August 26, 1985
Project	Chiloquin Rock Production
Highway	The Dalles-California
County	Klamath
Type of Work	Rock Production
Contractor	Kincheloe & Sons Inc., Myrtle Point

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-17-85 - surety letter written (ac)

noted RGormsen

gr Oct 9

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,066

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CHILOQUIN ROCK PRODUCTION	WEEK ENDING: 8/17/85	SECTION PREFIX: C10066
HIGHWAY: THE DALLES-CALIFORNIA	COUNTY: KLAMATH	
NAME OF JOB: CHILOQUIN ROCK PRODUCTION	KIND OF WORK: ROCK PRODUCTION	
CONTRACTOR: KINCHELOE & SONS, INC.	CONTRACT NUMBER: C10066	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: JUNE 11, 1985	DATE WORK STARTED: JULY 15, 1985	ESTIMATED COMPLETION DATE: AUGUST 9, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 10 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 130,979.00	SPECIFIED COMPLETION DATE: SEPTEMBER 30, 1985	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 120,593.00	ENGINEERING AUTHORIZATION $ 10,386.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 120,022.24	ENGINEERING COST TO DATE $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 1 %	PERCENT OF AUTHORIZATION 29 %	DATE PROJECT WAS COMPLETED: AUGUST 6, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT SIZE	1/2"-0				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,000				
TOTAL QUANTITIES CORRECTED TO DATE	20,000				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	20,815				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				CE CAL
TUESDAY				COE CE
WEDNESDAY				CA.
THURSDAY				CAM EEO
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11 SUNDAY	NO WORK.
12 MONDAY	NO WORK.
13 TUESDAY	NO WORK.
14 WEDNESDAY	NO WORK.
15 THURSDAY	NO WORK.
16 FRIDAY	NO WORK.
17 SATURDAY	NO WORK.

REMARKS

SEMI-FINAL SUBMITTED TO REGION 8/14/85.

FINAL REPORT

SIGNED ______ LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Will. Rock Prod. Proj. E. 10,067
on Will. Hwy. & SE of Crescent Lake
Junction.

10,067

June 9, 1986

CON 5 - #10,067

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

On February 19, 1986, we wrote to you concerning release of final payment on Contract No. 10,067 awarded to Hay & Clark Crushing Co. for work on the Willamette Rock Production Project in Klamath County.

Final payment on this contract is $2,500.00 and the total contract amount is $381,523.92. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Hay & Clark Crushing Co.
P.O. Box 846
McMinnville, OR 97128

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

Hansen & Rowland
P.O. Box 1633
Tacoma, WA 98401

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,067

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10067

TO: Robert Gormsen
Manager, Commission Services

DATE: February 13, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10067, On Site Work Substantially Completed 10-2-85

All Work Completed 10-30-85

Project Willamette Rock Production Project

Highway Willamette

County Klamath

Type of Work Rock Production

Contractor Hay and Clark Crushing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted RG.

2-19-86 - Surety letter written.

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,067 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE ROCK PRODUCTION

WEEK ENDING: 10/12/85

SECTION PREFIX: C10067

HIGHWAY: WILLAMETTE

COUNTY: KLAMATH

NAME OF JOB: WILLAMETTE ROCK PRODUCTION

KIND OF WORK: CRUSHING

CONTRACTOR: HAY & CLARK CRUSHING CO.

CONTRACT NUMBER: C10067

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: JUNE 11, 1985

DATE WORK STARTED: JULY 1, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: SEPTEMBER 30, 1985

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $415,591.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $382,637.20

ENGINEERING AUTHORIZATION: $32,954.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $382,290.00

ENGINEERING COST TO DATE: $10,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 0.1 %

PERCENT OF AUTHORIZATION . . . . . . 32 %

DATE PROJECT WAS COMPLETED: 10/2/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

			P.A. #1		P.A. #2
MILES IN PROJECT SIZE		5/8"-0	5/8"-0		3/4"-0
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		60,000	16234		35,776
TOTAL QUANTITIES CORRECTED TO DATE		7,990	16234		35,412
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		7,990	16234		35,412
AVERAGE DAILY QUANTITIES		0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0	0		0
NUMBER OF SHIFTS PER DAY		0	0		0
HOURS PER SHIFT		0	0		0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6		0		
MONDAY 7		0		
TUESDAY 8		0		
WEDNESDAY 9		0		
THURSDAY 10		0		
FRIDAY 11		0		
SATURDAY 12		0		F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	NO WORK.
MONDAY 7	NO WORK.
8 **TUESDAY**	NO WORK.
9 **WEDNESDAY**	NO WORK.
10 **THURSDAY**	NO WORK.
11 **FRIDAY**	NO WORK.
12 **SATURDAY**	NO WORK.

REMARKS

PROJECT COMPLETED.

THIRD NOTIFICATION SUBMITTED 10/12/85.

FINAL REPORT.

SIGNED John Stucky for
Richard J. Steyskal, Project Manager

LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1985 Molalla R.-Stauffer Rd. 10,069
(Unit 1) Sec, Pac. Hwy. East Aurora.
(paving)

10,069

October 6, 1986

CON 5 - 10,069

Industrial Indemnity Company
421 S.W. Sixth Avenue
Portland, OR 97204

On August 7, 1986, we wrote to you concerning release of final payment on Contract No. 10,069 awarded to Fabricators, Incorporated for paving on the Molalla River-Stauffer Road (Unit 1) Section of Pacific Highway East in Marion and Clackamas Counties.

Final payment on this contract is $3,486.64 and the total contract amount is $303,502.49 including $9,070.52 for work performed under force account.

George Bell
Assistant Director

slp
cc: Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,069

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10069

TO: Commission Services

DATE: July 31, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10069 , On Site Work Substantially Completed October 3, 1985

All Work Completed March 28, 1986

Project Molalla River - Stauffer Rd. (Unit 1)

Highway Pacific Highway East

County Marion and Clackamas

Type of Work Paving

Contractor Fabricators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-7-86 - Surety letter written.

RECEIVED
AUG 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,069

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Molalla River - Stauffer Rd. (Unit 1)	WEEK ENDING Jan. 25, 1986	SECTION PREFIX C10069
HIGHWAY Pacific Highway West	COUNTY Marion/Clackamas	
NAME OF JOB Molalla River-Stauffer Rd.	KIND OF WORK Paving	
CONTRACTOR Fabricators, Inc., Salem	CONTRACT NUMBER 10069	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 11, 1985	DATE WORK STARTED 9/9/85	ESTIMATED COMPLETION DATE Oct. 3, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 342,756.38	SPECIFIED COMPLETION DATE 09/30/85	PERCENT OF TIME ELAPSED 103
EXCLUSIVE OF ENGINEERING: $ 315,577.46	ENGINEERING AUTHORIZATION $ 27,178.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 315,577.46	ENGINEERING COST TO DATE $ 25,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 80 %	DATE PROJECT WAS COMPLETED: Oct. 3, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
00	00	00	100	100	00	00	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	820 tn	0.0	0.0	0.0	6,950 tn
TOTAL QUANTITIES CORRECTED TO DATE	0cy	0tn	0tn	0tn	0sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	830 tn	0tn	0tn	0tn	7,100 tn
AVERAGE DAILY QUANTITIES	0cy	0tn	0	0tn	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0000	0000	0000	0000	0000	0000		
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
19 SUNDAY	******			
20 MONDAY	Cloudy			
21 TUESDAY	Cloudy			
22 WEDNESDAY	Showers			
23 THURSDAY	Showers			
24 FRIDAY	Showers			
25 SATURDAY	******			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

CONTR. NO: 10069

DATE: Jan. 25, 1986

SUNDAY 19	No activity.
20 MONDAY	No activity.
TUESDAY 21	No activity.
22 WEDNESDAY	No activity.
23 THURSDAY	No activity.
FRIDAY 24	No activity.
SATURDAY 25	No activity.

REMARKS

STATUS: Contract work complete. 2nd Notification Oct. 3, 1985.
Semi-Final to Region Office January 23, 1986. Final Report.

ANTICIPATE:

SIGNED ______ LOCATION SALEM

ARVEY D. NELSON, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

1985 Rocky Butte-NE Mult. St. 10,070
(Unit 1) Bikeway Sec, E. Ptld. Fwy.
in Ptld. (gr, str's)

10,972

2

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-135	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 2	1-29-90	Project Number IR-205-7(105)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 1, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 571,244.00	$ 538,244.00
Federal funds	$ 526,799.00	$ 496,366.00
Other revisions		

This modification is made for the following reasons: to deobligate appn code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY DIVISION
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 21, 1989

Federal-Aid Project No. IR-205-7(105)309

Rocky Butte- N. E. Multnomah St. (Unit 1) Section
East Portland Freeway
Multnomah County

Revised Project Agreement Estimate

Type Code SFTY
Pedestrian/Bike Structure

Subtotal from previous estimate of September 25, 1986	$ 388,218.88
Decrease in construction costs	33,000.00
Subtotal	$ 355,218.88
Engineering	48,046.12
Total	$ 403,265.00

Type Code Y007
Culvert

Total from previous estimate of September 25, 1986	$ 110,466.00

Type Code Y102
Fencing

Total from previous estimate of September 25, 1986	$ 24,513.00

Length of Project ---------------- 0.0 mi.

Summary of Funds (92.22%)

Description	Total Cost	Federal Funds	State Funds
Bike Structure	$ 403,265.00	$ 371,890.00	$ 31,375.00
Culvert	110,466.00	101,871.00	8,595.00
Fencing	24,513.00	22,605.00	1,908.00
Total	$ 538,244.00	$ 496,366.00	$ 41,878.00

Appn Code: 044
Contract No. 10,070
E. A. No. C10070

DCN:pk

10,070

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
10-394

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-17-86

State
Oregon

County
Multnomah

Project Number
IR-205-7(105)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 1, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 538,924	$ 571,244
Federal funds	$ 496,994	$ 526,799
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon September 25, 1986

Federal-Aid Project No. IR-205-7(105)309

Rocky Butte - N.E. Multnomah St. (Unit 1) Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Pedestrian/Bike Structure

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Remove & Stockpile Concrete Barrier (PA #4A)	$ 4.00	---	$ ---	625	$ 2,500.00
Concrete Barrier w/fence (PA #4C)	10.70	---	---	294	3,145.80
Add 4-inch Conc. Surface (PA #5E)	16.00	---	---	700	11,200.00
Add Type CL-6 Fence (PA #5F)	8.50	---	---	450	3,825.00
Remove 4" Striping (PA #6A)	0.50	---	---	3,100	1,550.00
Relocate Extg. Underground Electrical Fac. (FA #2)	---	---	---	---	5,000.00
Remove Detour Striping, Replace Perm Line (FA #3)	---	---	---	---	5,100.00
					$32,320.80

Increase	$ 32,320.80
Subtotal from estimate of June 25, 1985	355,898.08
Subtotal	$388,218.88
Engineering	48,046.12
Total	$436,265.00

Type Code Y007
Culvert

Total as on estimate of June 25, 1985	$110,466.00

Type Code Y102
Fencing

Total as on estimate of June 25, 1985 $ 24,513.00

Length of Project ------------------- 0.0 mi.

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Bike Structure	044	$436,265.00	$402,323.00	$33,942.00
Culvert	044	110,466.00	101,871.00	8,595.00
Fencing	044	24,513.00	22,605.00	1,908.00
TOTAL		$571,244.00	$526,799.00	$44,445.00

Group 1 = 21%; Group 8 = 79%
Contract No. 10,070
Prefix: C626-1960 (P.E.)
Prefix: C10070

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA 7-27	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MULTNOMAH PROJECT NO. IR-205-7(105)309

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rocky Butte-NE Multnomah Street (Unit 1) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-15-85	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 538,924.00	FEDERAL FUNDS $ 496,994.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUL 1 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 25, 1985

FEDERAL AID PROJECT NO. IR-205-7(105)309

ROCKY BUTTE-N.E. MULTNOMAH ST. (UNIT 1) SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
PEDESTRIAN/BIKE STRUCTURE NO. 16715

Mobilization	Lump Sum	76%	Lump Sum	$ 32,211.08
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,000.00
Temporary Signs	Sq. Ft.	507	5.00	2,535.00
Temporary Barricades	Each	6	50.00	300.00
Temporary Plastic Safety Markers	Each	45	35.00	1,575.00
Sequential Arrow Signs	Each	3	1,400.00	4,200.00
Flaggers	Hour	80	10.00	800.00
Embankment in Place	Cu. Yd.	2,340	0.25	585.00
Class "C" Asphalt Concrete, 2-inches Thick	Sq. Yd.	520	6.30	3,276.00
12-inch Storm Sewer Pipe	Lin. Ft.	210	16.00	3,360.00
Extra for Pipe Under Pavement	Lin. Ft.	70	20.00	1,400.00
Concrete Inlet, Type G-2MA	Each	2	600.00	1,200.00

BRIDGE NO. 16715

Wall Removal Work	Lump Sum	All	Lump Sum	16,482.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	0.00
Structure Excavation	Cu. Yd.	330	12.00	3,960.00
Structure Excavation Below Elevations Shown	Cu. Yd.	35	25.00	875.00
Special Wall Backfill	Cu. Yd.	45	15.00	675.00
Structural Concrete, Class 3300 (198 CY @ $235)	Lump Sum	All	Lump Sum	51,000.00
Structural Concrete, Class 4500 (76 C.Y. @ $240)	Lump Sum	All	Lump Sum	10,481.00
Expansion Joint, Single Strip Seal	Lin. Ft.	29	45.00	1,305.00
Reinforcement (37,700 lbs. @ $0.50)	Lump Sum	All	Lump Sum	14,769.00
110'/115' Bulb Tee Prestressed Beams	Each	2	18,670.00	37,340.00
155'/160' Bulb Tee Prestressed Beams	Each	2	18,670.00	37,340.00
160'/165' Bulb Tee Prestressed Beams	Each	1	18,670.00	18,670.00

165'/170' Bulb Tee Prestressed Beams	Each	1	18,670.00	18,670.00
Bearing Devices, Bent 1	Each	2	750.00	1,500.00
Bearing Devices, Bent 4	Each	2	750.00	1,500.00
Concrete Slope Paving	Sq. Yd.	30	30.00	900.00
Slope Paving Curbs	Lin. Ft.	60	20.00	1,200.00
CL-6R Modified Chain	Lin. Ft.	132	16.50	2,178.00
Chain Link Fence Enclosure	Lin. Ft.	426	49.50	21,087.00
Loose Riprap, Class 50	Cu. Yd.	5	30.00	150.00

RETAINING WALL AND SLAB (BRIDGE NO. 13516I-B)

Wall Removal Work	Lump Sum	All	Lump Sum	1,054.00
Structure Excavation	Cu. Yd.	15	20.00	300.00
Special Wall Backfill	Cu. Yd.	10	20.00	200.00
Structural Concrete, Class 3300 (28 C.Y. @ $240)	Lump Sum	All	Lump Sum	6,440.00
Reinforcement (2,100 lbs. @ $0.50)	Lump Sum	All	Lump Sum	1,116.00
CL-4R Modified Chain Link Fence	Lin. Ft.	79	16.00	1,264.00
				$ 304,898.08

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 51,000.00
	SUBTOTAL	$ 355,898.08
	Engineering	48,046.92
	TOTAL	$ 403,945.00

TYPE CODE Y007
CULVERT

Mobilization	Lump Sum	19%	Lump Sum	$ 8,052.77
Ditch Excavation	Cu. Yd.	88	12.00	1,056.00
84-inch Culvert Pipe	Lin. Ft.	116	760.50	88,218.00
			SUBTOTAL	$ 97,326.77
			Engineering	13,139.23
			TOTAL	$ 110,466.00

TYPE CODE Y102
FENCING

Mobilization	Lump Sum	5%	Lump Sum	$ 2,119.15
Type CL-6R Chain Link Fence	Lin. Ft.	2,850	6.84	19,494.00
				$ 21,613.15
			Engineering	~~2,917.85~~ 2,899.85 Cl.
			TOTAL	$ 24,513.00

Length of Project ---------------- 0.0 mi.

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Bike Structure	$403,945.00	$372,518.00	$31,427.00
Culvert	110,466.00	101,871.00	8,595.00
Fencing	24,513.00	22,605.00	1,908.00
TOTAL	$538,924.00	$496,994.00	$41,930.00

Group 1: 21%; Group 8: 79%
Contract No.: 10,070
Prefix: C 626-1960 (P.E.)
Prefix: C 1070

DDB:pf

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 9/21/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IR-205-7(105)309
COMPLETION DATE (Actual) 4/15/86	ACCEPTANCE DATE BY CONRTACT AGENCY 3/11/87	TIME ELAPSED 135 %	CONTRACT TIME S.C.D. 1/31/86

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

ROCKY BUTTE - N. E. MULTNOMAH STREET (UNIT 1)
EAST PORTLAND FREEWAY
Grading and Structures

This project provided for the construction of a pedestrian bikeway within the project termini. The largest item of work was a bikeway bridge over I-84, 432 feet long by 10 feet 9 inches wide. The original plans call for temporary AC bikepath on both sides of the bridge connecting to existing bikepaths, however, after the contract was awarded, it was decided to construct the final bikeway alignment with PCC surfacing in the vicinity of the I-84 overcrossing.

The contract was awarded to Auburn Construction Co. on 6/14/85. Work started 7/3/85 and was completed 4/15/86. The original contract called for a specified completion date of 1/31/86, however, the time was extended to a completion date of 4/15/86 due to changes and extra work. The final project cost underran the original authorization of $538,924 by 6 percent. There were no contract claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

W. E.
cy
9/29

RECEIVED
STATE HWY ENGR
SEP 25 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | O/R | Sign

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-24-87	TITLE District Engineer A	DATE 9-24-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,07

May 29, 1987

CON 5 - #10,070

Armadillo Underground Inc.
3840 Boone Road South
Salem, OR 97301

Attention: Lyle Schellenberg
Vice President

Thank you for your letter of May 4, 1987, informing us that you have received payment in the amount of $4,366 and that you are releasing your claim.

You state this is in reference to the Auburn Construction Company Contract No. 10,070 for work on the Rocky Butte-NE Multnomah Street (Unit 1) Project.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
33405 8th Avenue South, C-3000
Federal Way, WA 98003

bc: Secretary of State; Filed 12-15-86; CL 1096-0348

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
5-29-87
azm

armadillo
BORING SYSTEMS

"SERVING THE UNDERGROUND INDUSTRY" (503) 588-8050

Armadillo Underground Inc. 3840 Boone Rd. S.E. • Salem, Oregon 97301

May 4th,1987

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem,OR 97310

Attention: Fran Neavoll
Commission Services

RE: File No. CON 5 - #10,070

This is to inform you that we have received payment of the $4,366.00 owed us and that we now release our claim on the project: Contract No. 10,070 for the work on the Rocky Butte-NE Multnomah Street (Unit 1) Section of the East Portland Freeway in Multnomah County.

We thank you for your assitance in this matter.

Lyle Schellenberg

Lyle Schellenberg
Vice President

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

RECEIVED
MAY 6 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,070

April 16, 1987

CON 5 - #10,070

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On March 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,070 awarded to Auburn Construction Co. for work on the Rocky Butte-NE Multnomah Street (Unit 1) Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $21,184.56 and the total contract amount is $437,356.17 including $6,346.52 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,070

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10070

TO: Commission Services

DATE: March 11, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10070, On Site Work Substantially Completed April 15, 1986

All Work Completed November 3, 1986

Project Rocky Butte-NE Multnomah (Unit 1)

Highway East Portland Freeway

County Multnomah

Type of Work Grading and Structure

Contractor Auburn Construction Company

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
MAR 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

letter written
3-20-87
azm

81-125-1387

10,070

March 6, 1987

CON 5 - #10,070

Armadillo Underground Inc.
3840 Boone Road South
Salem, OR 97301

Attention: Lyle Schellenberg
Vice President

Thank you for your letter of February 12, 1987, notifying us of a partial payment in the amount of $460 from Auburn Construction Company.

This was in connection with a claim against Contract No. 10,070 for work on the Rocky Butte-NE Multnomah Street (Unit 1) Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records. Please let us know when the remaining $4,366 has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State: Filed 12-15-86; CL1096-0348

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
3-6-87 cc

armadillo
BORING SYSTEMS

"SERVING THE UNDERGROUND INDUSTRY" (503) 588-8050

Armadillo Underground Inc. 3840 Boone Rd. S.E. • Salem, Oregon 97301

February 12th, 1987

Fran Neavoll
Commission Services
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Oregon Department of Transportation's file No: CON 5 - #10,070

We have received a payment from Auburn Construction Co. for the sum of $460.00. This reduces our claim on the bond provided by United Pacific Insurance Co. to $4,366.00.

We will continue to advise your office of any change in the remaining balance of our claim.

Lyle Schellenberg
Lyle Schellenberg
Vice President

cc: United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

RECEIVED
FEB 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0348

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 15 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 8, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,070

Armadillo Underground Inc.
3840 Boone Road South
Salem, OR 97301

We have received your Notice of Claim dated November 25, 1986, filed against the following Highway Division contract:

FILED BY:	Armadillo Underground, Inc.
AMOUNT:	$4,826
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Auburn Construction Co.
CONTRACT NO.:	10,070
PROJECT:	Rocky Butte-NE Multnomah Street (Unit 1) Section, East Portland Freeway, Multnomah County
SURETY:	United Pacific Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

RECEIVED
DEC 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

TO:

Oregon State Highway Division
Attn: Ms. Fran Neavoll
121 Transportation Building
Salem, OR 97310

Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
33405 Eighth Avenue
C - 3000
Federal Way, WA 98003

NOTICE HEREBY IS GIVEN that the undersigned, Armadillo Underground, Inc., has a claim for labor and materials performed and provided by Armadillo Underground, Inc., in jacking 84 inch culvert pipe under highway I 205 in the sum of $4,826.00 against the bond taken from Auburn Construction Co.,as principal, and United Pacific Insurance Co., as surety, for the work of Rocky Butte-N.E. Multnomah (Unit 1) Contract # C 10070 , Oregon State Highway Division. Such material or labor was supplied to Auburn Construction Co.

Dated this 25th day of November, 1986.

Lyle Schellenberg
Lyle Schellenberg
Vice President for
Armadillo Underground, Inc.

Armadillo Underground Inc.
3840 Boone Road South
Salem, OR 97301

RECEIVED
NOV 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,070

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Rocky Butte - NE Multnomah St.		WEEK ENDING October 30, 1986
		CONTRACT NO. 10070
HIGHWAY East Portland Freeway	COUNTY Multnomah	F.A. PROJECT NO. IR-205-7(105)309
CONTRACTOR Auburn Construction Co.	KIND OF WORK Grading and Structure	DATE OF AWARD June 14, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 538,941.13

ESTIMATED PROJECT COST $ 555,850.45

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 3.1 %

ENGINEERING

AUTHORIZATION $ 42,795.42

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 49,900.00

PERCENT OF AUTHORIZATION 116 %

FIRST NOTIFICATION DATE: July 3, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: April 15, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: October 30, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	04/15/86	286	286.0	100	c
	/ /	0	0.0	0	o
	/ /	0	0.0	0	m
	/ /	0	0.0	0	p

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	surfacin
ORIG. CONTRACT QUANTITIES	2,428 cy	0	0			
EST. CORRECTED QUANTITIES	2,428 cy	0	0			
EST. PERFORMED TO DATE	2,428 cy	0	0			
PERCENT PERFORMED TO DATE	100	0	0	0	100	100

ACTIVITIES THIS WEEK:

No activity

RECEIVED
NOV 05 1986
CONSTRUCTION SECTION

CE CAE
COE OM
OE
CA
CAM
EEO
SPC TC
SA CC
FE
PQC
QCB
FILE

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

no activity

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Third notification will be made when missing documentation is submitted by the contractor.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Michael G. Fisher
Michael Fisher

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

CL 1986-0190

10,070

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #10,070

May 15, 1986

Concrete Technology Corporation
1123 Port of Tacoma Road
Tacoma, WA 98421

Attention: Daniel A. Kempf
Credit Manager

We have received your letter of April 8, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Concrete Technology Corporation
AMOUNT:	$25,102.47
AGAINST (Prime contractor):	Auburn Construction Co.
CONTRACT NO.:	10,070
PROJECT:	Rocky Butte-NE Multnomah Street (Unit 1) Section of East Portland Freeway in Multnomah County
SURETY:	United Pacific Insurance Company
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
5/21/86 CB

Robert W. Gormsen
COMMISSION SERVICES

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
Bond Department
33405-8th Ave. S. C-3000
Federal Way, WA 98003

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-85)

CONCRETE
TECHNOLOGY
CORPORATION

April 8, 1986

Robert W. Gormsen
Commission Services
121 Transportation Building
Salem, Oregon 97310

Subject: Rocky Butte - NE Multnomah Street
(Unit 1) Sec, East Portland Freeway
Contract #10,070

Gentlemen:

Concrete Technology Corporation has furnished to Auburn Construction Co. of Clackamas, Oregon, six (6) each precast 74" bulb tee girders for installation in the above subject project.

The balance owing is now $25,102.47 all of which is past due.

Please call me if you have any questions.

Sincerely,

CONCRETE TECHNOLOGY CORPORATION

Daniel A. Kempf

Daniel A. Kempf
Credit Manager

cc: United Pacific Insurance Co.
33405 8th Avenue South
C-3000
Federal Way, WA 98003

Auburn Construction
18498 SE Mirarly Lane
Clackamas, OR 97015

DAK:ssc

RECEIVED
APR [illegible] 1986
COMMISSION SERVICES
DEPARTMENT [illegible]

Manufacturers and Constructors of Prestressed and Precast Concrete / 1123 Port of Tacoma Road, Tacoma, Washington, USA 98421
Tacoma (206) 383-3545 Seattle 284-9611 Portland 224-4892 Telex: 32-7472 (Contech Tac)

10,070

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
10070

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-205-7(105)309

Contract 10070, Work Completed April 15, 1986
Project Rocky Butte-NE Multnomah (Unit 1)
Highway East Portland Freeway
County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 29, 1986

G. K.
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR

Info	Invs	R/D	D/R	Sign	Act	File

Orig to 6/18

BMW:11

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

NOTED
LARRY RULIEN

CPC/FL4

RECEIVED
MAY 16 1986
OREGON DIVISION

10, [illegible]

[illegible]
Banfield

STATE OF OREGON — INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION — LOC 3

[illegible]
N to Multnomah
St. [illegible]

TO: FILES

DATE: June 27, 1985

E S Hunter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 6, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 6, 1985 on the following projects:

1. District 1 Paving
   Columbia River Highway
   Clatsop County
   Paving
   Overlay

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Bids Rejected.

3. Mt. Vernon-John Day (Unit 1)
   John Day Highway
   Grant County
   Grading and Paving

   Bikeway project. Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

4. Redwood Highway @ Watkins Street (Cave Junction)
   Redwood Highway
   Josephine County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Chiloquin Rock Production
   The Dalles-California Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

81-125-1307

6. Willamette Rock Production
Willamette Highway
Klamath County
Aggregate Crushing

Same as No. 1.

7. Willamette Highway @ Crestview Street (Oakridge)
Willamete Highway
Lane County
Traffic Signals

Pedestrian signals will be provided for pedestrian and bicycle traffic.

8. Molalla River-Stauffer Road (Unit 1)
Pacific Highway East
Marion and Clackamas Counties
Paving
Resurfacing

Same as No. 1.

9. Rocky Butte-N.E. Multnomah Street (Unit 1) Bikeway
East Portland Freeway
Multnomah County
Grading and Structures

Bikeway structure and approaches. This section closes part of the gap in the bikeway through the Rocky Butte Jail areas.

10. S.E. Yamhill Street-S.E. Division Street
Cascade Highway
Multnomah County
Storm Sewer

Same as No. 1.

11. Millican Creek-McMinnville (Bikeway) Unit 1
Pacific Highway West
Yamhill County
Grading and Paving

Bikeway project. Shoulders being widened to provide a 6-foot bicycle lane adjacent to a 12-foot travel lane.

12. 17th Street-Edmunston Street (McMinnville)
Pacific Highway West
Yamhill County
Grading and Paving

Overlay and/or reconstruction of existing streets between curbs. Sidewalk will be constructed where none exist.

Same as No. 1.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

June 26, 1985

Auburn Construction Company
P. O. Box 676
Wilsonville, OR 97070

CON 5

#10,070

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,070 for a bikeway on the Rocky Butte-NE Multnomah Street (Unit 1) Section of the East Portland Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 Eighth Ave. So. C-3000
Federal Way, WA 98003

bc:
C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
James McNamee

KL&K
ASSOCIATES INC.
BONDING & INSURANCE FOR CONSTRUCTION & INDUSTRY

4147 S.E. Division
P.O. Box 06030
Portland, Oregon 97206
Insurance: 503-231-6570
Bonds: 503-231-9394
Telex #151712
1-800-547-9850
(Outside Oregon Only)

June 19, 1985

OREGON DEPARTMENT OF TRANSPORTATION
121 TRansportation Building
Salem, Oregon 97310

Re: AUBURN CONSTRUCTION COMPANY
OSHD # 10,070, Rocky Butte-NE Multnomah Street (Unit 1)
$423,838.00

Gentlemen:

Enclosed please find two (2) contract documents for Auburn Construction Company in reference to the above captioned project which include the executed bond as required. Also enclosed are the required certificates of insurance.

We would appreciate your placing these documents on file with your department.

Sincerely,

Cathryn

Cathryn Shackelford

K L & K ASSOCIATES, INC.
K L & K ASSOCIATES, INC. OF ARIZONA
K L & K ASSOCIATES, INC. OF WASHINGTON

?CS
Encls.

cc: Auburn Construction Company

RECEIVED
JUN 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bonding • Insurance • Life • Medical • Disability

June 7, 1985

Commission Services
Room 121
State Transportation Bldg.
Salem, Oregon 97310

Re: Rocky Butte - N.E. Multnomah (unit 1)

Gentlemen:

The DBE Contractor for the Rocky Butte - N.E. Multnomah (Unit 1) project will be Dirt and Aggregate Interchange Inc. 20905 N.E. Sandy Blvd. Troutdale, Oregon 97060. The Items of work will be as followes.

8. Ditch Excavation	$ 1056.00
9. Embankment in Place	585.00
11. 12 " Storm Sewer Pipe	3360.00
13. Extra for Pipe Under Pavement	1400.00
14. Concrete Inlet, Type G- 2MA	1200.00
18. Structure Excavation	3960.00
19. Str. Ex. Below Grades Shown	875.00
37. Structure Excavation	300.00
16. Partial/ Wall Removal Work	4764.00
	$ 17500.00

Very truly yours,

Stephen E. Au

Stephen E. Auer
Auburn Construction Co.
Box 676
Wilsonville, Oregon 97070

RECEIVED
JUN 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones, Jr.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: Ed Hardt
Metro Region

DATE: June 11, 1985

FROM: Bill Geibel Bill
Bicycle Program Manager

SUBJECT: Bicycle Projects
Fiscal Year 1986

Now that the I-205 bikeway structure is to be funded with 4-R Funds, we need to quickly develop replacement bikeway projects from the Metro Region priority list for FY '86.

Please submit a project prospectus as soon as possible for the following projects:

1. Oregon City. Main Street-Tenth Street. Estimated cost - $90,000.
2. Tigard. Bonita Road-Durham Road. Estimated cost - $150,000.
3. Clackamas River Bridge Refurbishing. I-205 Bikeway (off-R/W). Estimated cost - $200,000?
4. Portland-US30. Northwest Kitridge-Portland City Limits. Estimated cost - $60,000.

The first two projects will definitely be necessary to meet the bicycle program's statutory expenditure requirement for FY '86. We need to get these projects approved by the Commission for addition to the Six-Year Program as soon as possible.

Projects 3 and 4 need to be "on the shelf" in case projected revenues raise, we lose a project for some reason, or we may need projects for the transition quarter between July '86 to October '86, the start of the '87-'92 Six-Year Plan.

Please attempt to have these locations submitted by the end of December '85 to avoid the last-minute rush for contracting in the fiscal year.

BG:ja

cc E. S. Hunter
Duane Christensen
Walt Hart
Gary Potter
Bob Pool
Jeff Kaiser

NOTED
D. O. Christensen

RECEIVED
STATE HWY ENGR
JUN 11 '85
REFER TO
FOR
Info Invest R/D D/R Sign Adj File

1-125-1387

+ L A 8
Banfield +

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(105)309

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00035

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

Orig w/ att 5/23

7. DATE AUTHORIZATION EFFECTIVE 5-15-85

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
ROCKY BUTTE - NE. MULTNOMAH ST. (UNIT #1) SECTION

11. GENERAL DESCRIPTION OF WORK
Grading, Structures, Culvert, and Fence

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated May 10, 1985

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 13, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $541,571; Federal Funds $499,435.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/22/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 4, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 141
Crossing No. 2A-6.18-AD

Attached is a copy of Order No. 85-286 issued by the Public Utility Commissioner on April 2, 1985 relative to the above subject matter.

RDT:jr
Attachment

cc: Richard Arnold, FHWA - w/attachment
E. S. Hunter w/attachment
C. O. Fredrickson w/attachment
Don Adams w/attachment
J. L. Sollis w/attachment
Walt Hart w/attachment
Maury Payne w/attachment
E. L. Hardt w/2 attachments - Please give copy to Project Manager.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 4 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

RECEIVED
APR - 4 1985
RR & UTILITY UNIT

ORDER NO. 85-286

ENTERED APRIL 02 1985

PUC CROSSING NO. 2A-6.18-AD

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

RX 141

In the Matter of the Application of)
the STATE OF OREGON, by and through)
its DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.040, to con-) ORDER
struct a separated crossing of I-205)
Bikeway and Union Pacific Railroad)
Company, Main Line, in Portland,)
Multnomah County, Oregon.)

On December 13, 1984, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct a pedestrian/bikeway overcrossing of I-205 (East Portland Freeway), a highway under its jurisdiction, over the main track and right-of-way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, Main Line (Graham Line), in Portland, Multnomah County, Oregon.

Comments and recommendations to the application were made as follows: PUC staff by letter dated December 20, 1984. Applicant amended its application by letter dated December 14, 1984.

Copies of the application, amendment, and responses thereto were duly served upon the City of Portland, Multnomah County, Union Pacific Railroad Company, and applicant. No objection by any party has been made to the granting of the application as amended.

Applicant proposes to construct a 432-foot (three-span) prestressed concrete Bulb-T beam structure to carry pedestrian and bicycle traffic over the Union Pacific Railroad tracks and the Banfield Freeway (I-84). The proposed overcrossing structure will be located approximately 100 feet easterly of the existing I-205 overcrossing No. 2A-6.17-A, Upon completion of construction of the new overcrossing structure, it shall have horizontal and vertical clearances equal to, or in excess of, the Commissioner's minimum standard clearances and Union Pacific Railroad Company's minimum clearances. While the structure is being constructed or altered, however, it may be necessary to impair the Commissioner's minimum standard clearances. The authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective April 2, 1985.

Gene Maudlin
GENE MAUDLIN
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

T-LA 8t
Banfield

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 3, 1985

In Reply Refer to
File No.:
DES 23
16715

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: I-205 Bikeway Overcrossing of Banfield Freeway
Rocky Butte - NE Multnomah (Bikeway) Section
Multnomah County
BR 16715

Your letter dated December 20, 1984 indicated that there might be a conflict between the proposed bikeway structure and the possible future busway structure over the Banfield.

Enclosed is the revised detail map showing the proposed bikeway alignment in the subject section. The alignment of the future busway up to the Banfield Freeway is also shown on the detail map.

Sufficient clearance to the east of the proposed bikeway structure is available to accommodate the future buslane in the interchange. We see no conflict in accommodating the buslane through the interchange.

RFE:KAK:jrb

Enclosures

cc: ✓ E. S. Hunter

RECEIVED
STATE HWY ENGR
JAN 4 '85
REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

Form 734-3122

10,070

1 LA 8x
Banfield

C

STATE OF ORE N **INT OFFICE MEMO**

TO: Frank Terpin
Location Engineer

DATE: February 14, 1984 DES 23

ORIGINAL SI
WALTER J. HA

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: I-205 Bikeway Overcrossing of Banfield
Freeway
East Portland Freeway

NOTED
E. S. HUNTER

The location plans submitted with Curt Duval's letter of January 12, 1984 have been reviewed. We feel that a structure that does not require falsework should be used for the subject bridge because of the vertical clearance limitations over the Gateway Ramp and because of the restrictions falsework would place on the Banfield Freeway Traffic. We are proposing that steel girders be used for this bridge at an estimated cost of $590,000 (including 40 percent Engineering and Contingencies). Using a tangent alignment for the structure rather than the curved alignment shown would reduce the cost. Construction of the bridge pier in the Banfield Freeway median strip and the placement of the steel girders would have some effect on the Banfield Freeway Traffic.

Combining the bikeway structure with the I-205 LRT Structure may result in some savings in the bikeway structure cost. However, the bikeway grade would have to be raised to match that of the LRT gradeline. Also, the LRT Structure may not be constructed for some time.

Substantial savings could be realized if the I-205 Bikeway could be carried across the existing Banfield Freeway Overcrossing Structure. Whether this savings is sufficient to offset the detrimental effects of the required shift in highway alignment to accommodate the bikeway is questionnable.

RLM:jrb

cc: ✓E. S. Hunter
E. L. Hardt
Curt Duval

RECEIVE
TECHNICAL SERVI
FEB 15 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ret	File

10 [illegible]

[illegible]
Banfield

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

December 20, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-205(-)
Bikeway O'Xing Banfield Freeway
Rocky Butte - NE Multnomah Section
Multnomah County

Please note on December 17 we gave approval to the I-205 bikeway overcrossing of the Banfield Freeway submitted November 1 by Mr. Hart. Further review has indicated that there may be a conflict between your proposal and the future busway structure over the Banfield. Please re-evaluate and confirm your proposed location with the future busway structure location and provide sufficient clearance for construction of this proposed structure.

Sincerely yours,

for
Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)

NOTED
E. S. HUNTER

cc Hart
12-26-84

RECEIVED
STATE HWY ENGR
DEC 21 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

File 8.T
Banfield

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
STATE HWY ENGR
DEC 18 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

December 17, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-205-7(-) Bikeway O'xing Banfield Freeway
Rocky Butte NE Multnomah Section
Multnomah County

We find your proposal for the I-205 bikeway O'xing of the Banfield Freeway submitted November 1 by Mr. Hart is acceptable.

Please note this is one of the longest Bulb-T spans that you have built. A very rigorous structural analysis should be performed to verify the design. It would appear that the 4 inch slab between beams is probably not thick enough for adequate distribution. Also the cross beams should be stiff and well anchored to encourage the response of both beams when loaded. Dampening might also be a consideration.

The $100 lineal foot cost for the 6 foot Bulb-T beams does not seem enough for this very tender section. We recommend an increase of 15 percent. Handling might be a difficult problem considering the length and location. The structure still appears cheaper than steel. Please proceed with the design.

Sincerely yours,

For

Dale E. Wilken
Division Administrator

NOTED
E. S. HUNTER
cc Hart
12-26-84

cc:
OSHD (W Hart)
OSHD (G Potter)

.10,070

[illegible]

December 12, 1984

Mr. Dave Astle
Assistant Commissioner
Rail-Air Program
Public Utilities Commission
Labor & Industries Building
Salem, OR 97310

RE: I-205 Bikeway
Multnomah County

Dear Dave:

Attached is the original and ten copies of a PUC application relating to our desire to construct a structure to carry pedestrians and bicycle traffic over the UPRR tracks and the Banfield Freeway.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr

bc: H. S. Coulter w/copy
E. S. Hunter w/copy
Walt Hart w/copy
E. L. Hardt w/copy
C. O. Fredrickson w/copy
Wayne Cobine w/copy
Jack Sollis w/copy

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H.S. COULTER

PUC Docket No. SXF __________

PUC Crossing No. __________

DOT-AAR Crossing No. __________

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of The state of Oregon, by and through its
(name of applicant)

Department of Transportation-Highway Division,

for the authority, pursuant to ORS 763. 040, to
(020/030/040)

construct a separated crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of I-205 Bikeway
(name of street or highway)

and Union Pacific Railroad Company
(name of railroad company)

mainline
(name of railroad main or branch line or other trackage)

in Portland, Multnomah County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $__________

☒ Federal-Aid Highway System funds.*
Surface Transportation Act of 1983

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) XX Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)________________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE . BOTTOM OF PRECEDING PAGE BEFORE COMPLET. THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: 329 Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763. 040 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost ______

b. City Portland

c. Nearest railroad station Montavilla

d. County Multnomah

e. The proposed project is to be in the NW 1/4 of the NE 1/4 of Section 33, Township 1N, Range 2E, W. M.

4. a. Name of public highway involved in this project:

Bikeway adjacent to the I-205 Freeway

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Highway Division

5. Name of railroad involved in this project: Union Pacific Railroad Company Mainline

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Union Pacific Railroad Company

b. Multnomah County

c. City of Portland

d. ______

e. ______

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

IMPORTANT: PLEASE READ NOTE . BOTTOM OF PRECEDING PAGE BEFORE COMPLET. HIS FORM.

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b. Multnomah County

c. City of Portland

d. ______

e. ______

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

Construct a 432-foot (three span) prestressed Bulb-T beam structure 10-foot wide with concrete footings, columns and end walls to carry pedestrian and bicycle traffic.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? The structure is necessary to safely carry pedestrians and bicycle traffic over the UPRR tracks and six lanes of the Banfield Freeway (I-84)

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ______________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present--			After completion--		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	_____	_____
Type of surface of traveled way:		
on approaches	_____	_____
at crossing	_____	_____
Type of surface on shoulders;	_____	_____
Condition of surface:		
on approaches	_____	_____
at crossing	_____	_____
Is highway curbed on the approaches?	_____	_____
Is there one or more sidewalks at this crossing?	_____	_____

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

_____

_____

(4) Gradient, going toward crossing on—	At present:	After completion:
_____ approach (N or E)	± _____ %	± _____ %
_____ approach (S or W)	± _____ %	± _____ %

(5) Nearest public roadway intersection on each approach—

(a) _____ (N or E) approach: _____ ft; ADT _____

(b) _____ (S or W) approach: _____ ft; ADT _____

Name of road or highway:

(a) _____

(b) _____

Public authority with jurisdiction over road or highway:

(a) _____

(b) _____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) _____ (yes/no); (b) _____ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards? ______

b. The Railroad — At present: — After completion:

(1) Number of tracks— 1 — 1

Name of each track from N (N or E) to S (S or W):

Mainline

(2) Angle of intersection— ______° — ______°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment—Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

(4) Nearest switch--

	At present:	After completion:
________ of crossing: (N or E)	________ ft.	____________ ft.
________ of crossing: (S or W)	________ ft.	____________ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume-- Bicycles

At present: 90; After completion 90;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on ________ approach: (N or E)	________ mph	________ mph
on ________ approach: (S or W)	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	________ (N & S, etc.)	________

b. The Railroad

	At present:	Expected after completion:
(1) Train movements-- (avg. per day)		
Freight trains:	________	____________
Switching movements:	________	____________
Passenger trains:	________	____________
(2) Speed of trains--		
Maximum allowable:	________ mph	____________ mph
Typical:	________ mph	____________ mph
Slowest Normal:	________ mph	____________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
________ approach: (N or E)	________ ft. to right; ________ ft. to left
________ approach: (S or W)	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . . — The motor vehicle operator can see along the railroad . . .

________ approach: ________ ft. to right; ________ ft. to left
(N or E)

________ approach: ________ ft. to right; ________ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

________ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

____ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Oregon Department of Transportation-Highway Division

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Department of Transportation - Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

Union Pacific Railroad Company

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Department of Transportation-Highway Division

27. Is a temporary impairment tandard clearance on the railroad necess during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): As shown on Drawing 39481

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ___________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: The crossing is for a new bikeway and will not affect the existing crossings.

42. Other items of construction and cost distribution:

None

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) - Oregon Department of Transportation Drawings 39481, 39192, 39193 and 39194.

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4,5,8,9,10,11,12,15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at SALEM, Oregon this 11th day of Dec, 1984.

(Applicant)

(Attorney)

I, ROGER TRYGSTAD, being f[illegible] duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)
) ss.
County of)

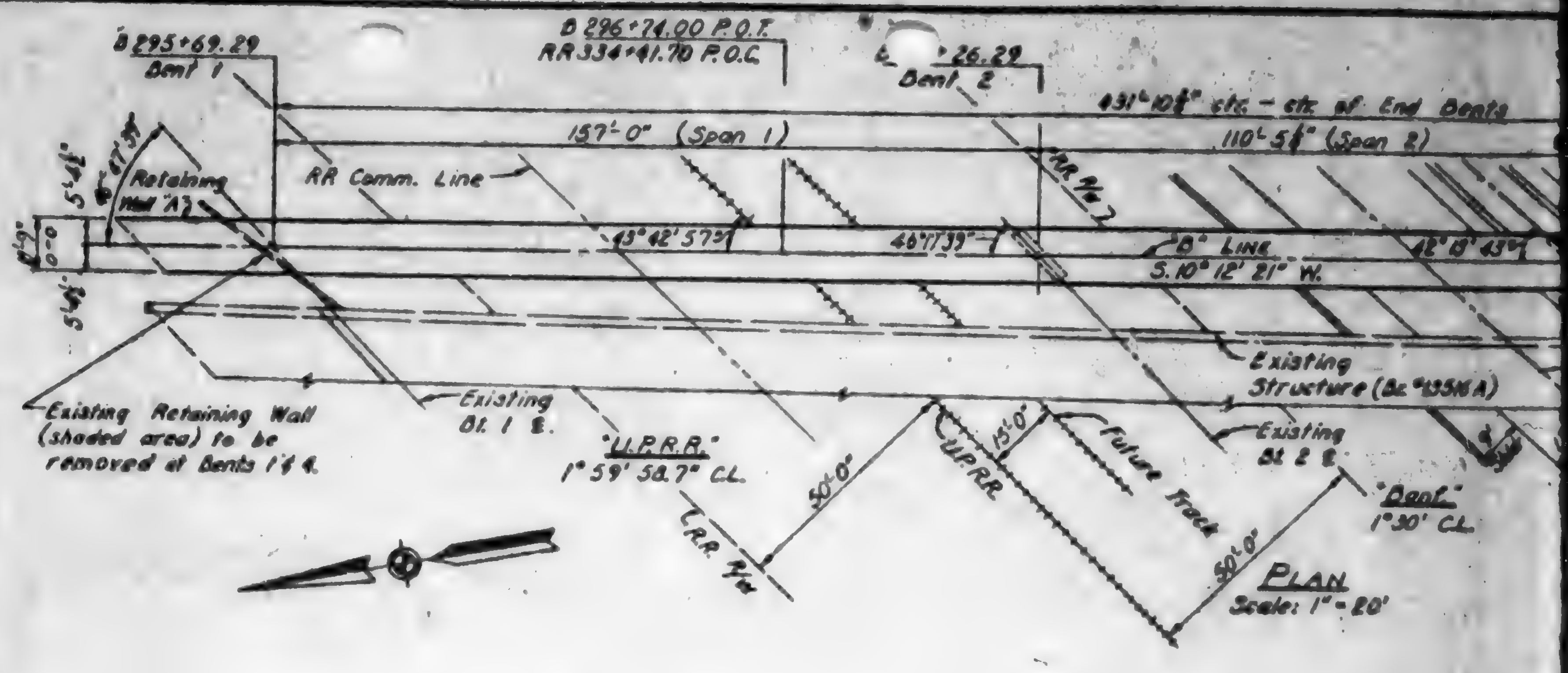
Subscribed and sworn to before me this 11th day of December, 1984.

(Notary Public for Oregon)

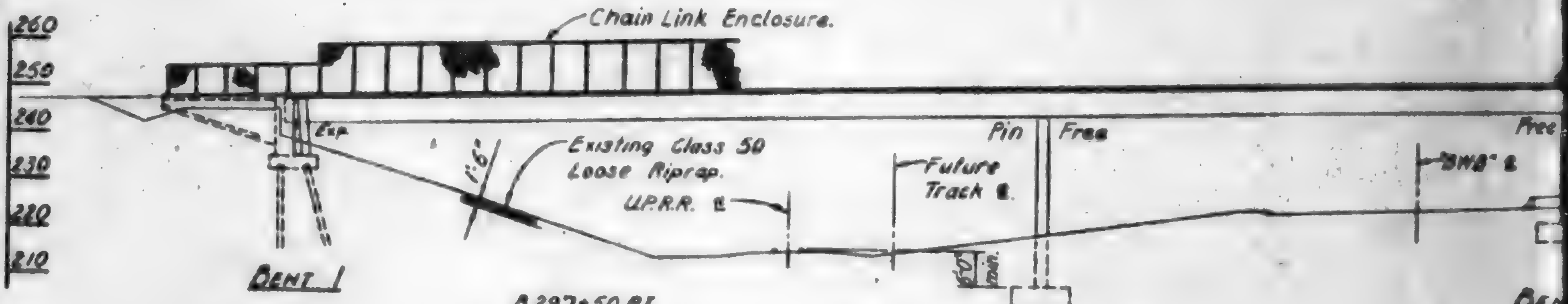
My Commission Expires: ______

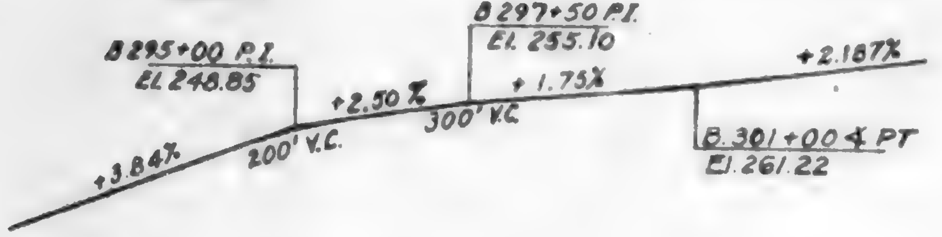
PUC Form 202 (30) 1-80

Signature Page


B 295+69.29
Bent 1
B 296+74.00 P.O.T.
RR 334+41.70 P.O.C.
B +26.29
Bent 2
431'-10⅜" ctr. - ctr. of End Bents
157'-0" (Span 1)
110'-5⅝" (Span 2)
RR Comm. Line
Retaining Wall "A"
5'-4½"
6'-9"
0'-0
43°42'57"
46°17'39"
RR R/W
"B" Line
S. 10° 12' 21" W.
48°18'43"
Existing Structure (Br. No 53516A)
Existing Bt. 1 ℄.
Existing Bt 2 ℄
Existing Retaining Wall (shaded area) to be removed at Bents 1 & 4.
"U.P.R.R."
1° 59' 58.7" CL.
℄ R.R. R/W
50'-0"
U.P.R.R.
15'-0"
Future Track
50'-0"
"Banf"
1°30' CL.

PLAN
Scale: 1" = 20'

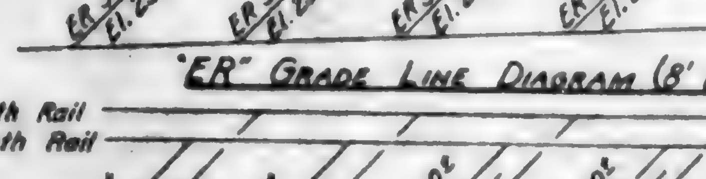

260
250
240
230
220
210
Chain Link Enclosure.
Exp
1:6
Existing Class 50 Loose Riprap.
U.P.R.R. ℄
Future Track ℄
Pin
Free
Free
"BWB" ℄
Bent 1


B 295+00 P.I.
El. 248.85
B 297+50 P.I.
El. 255.10
+3.84%
200' V.C.
+2.50%
300' V.C.
+1.75%
+2.187%
B. 301+00 ≮ PT
El. 261.22

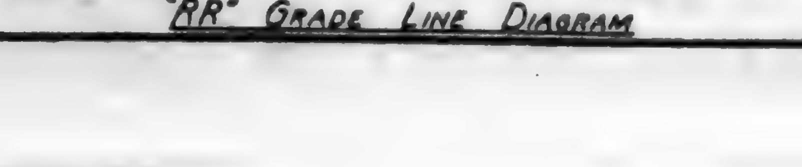
BENT 2

ELEVATION
Scale: 1" = 20'

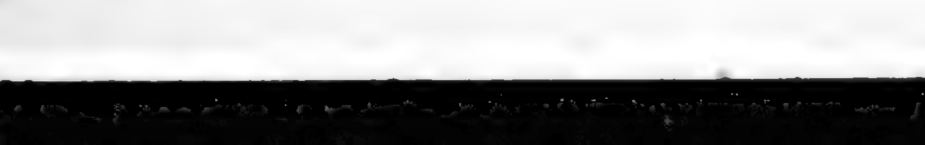
"B" GRADE LINE DIAGRAM


Banf 302+00
(56.17' Rt.)
El. 232.63
Banf 302+50
(55.55' Rt.)
El. 232.21
Banf 303+00
(54.92' Rt.)
El. 231.99
Banf 303+50
(54.30' Rt.)
El. 231.84

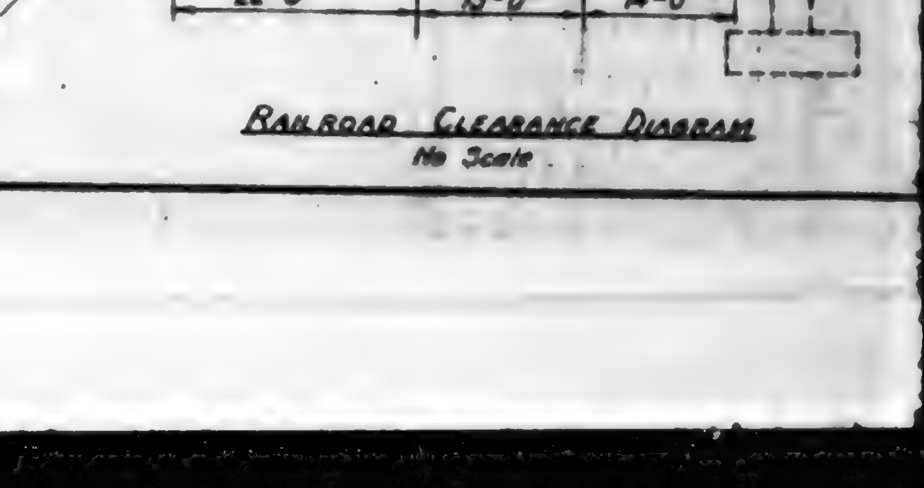
"BANF" GRADE LINE DIAGRAM (RT GUTTER)


ER 301+50
El. 233.76
ER 301+75
El. 233.78
ER 302+00
El. 233.92
ER 302+25
El. 234.18
ER 302+50
El. 234.56

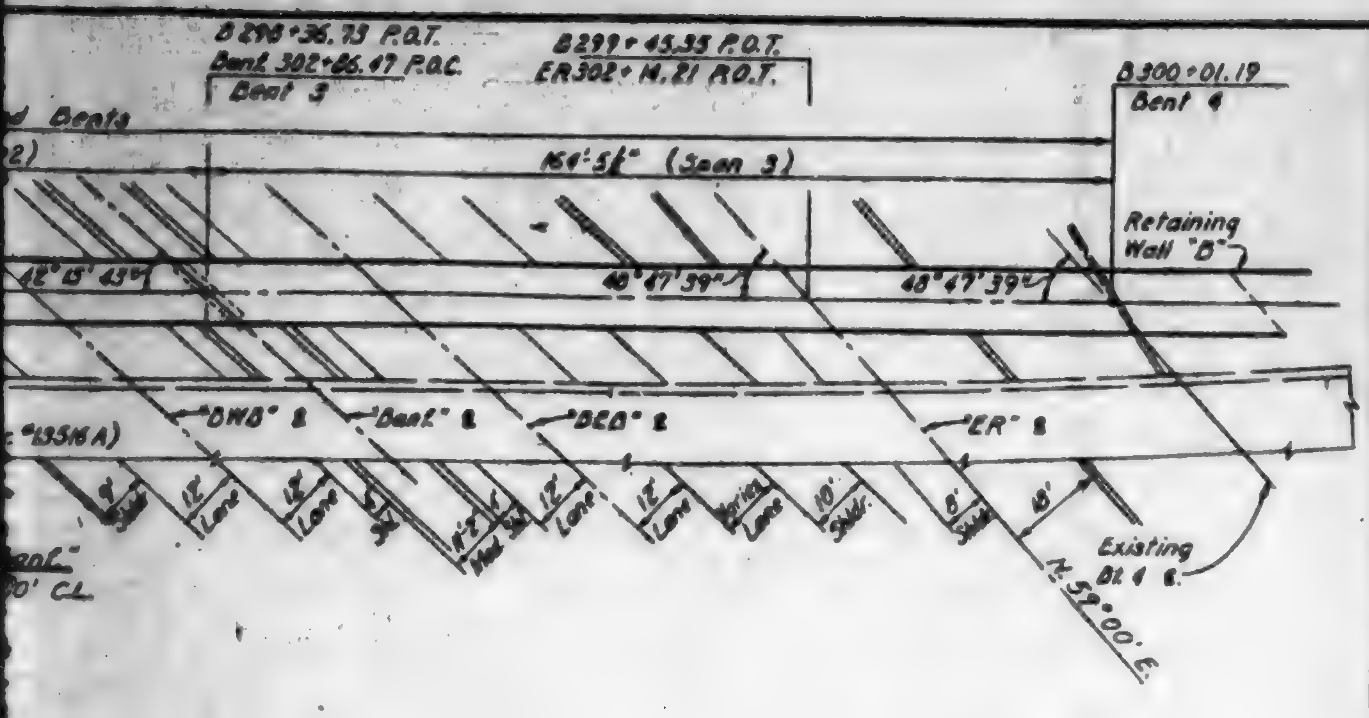
"ER" GRADE LINE DIAGRAM (8' Lt)

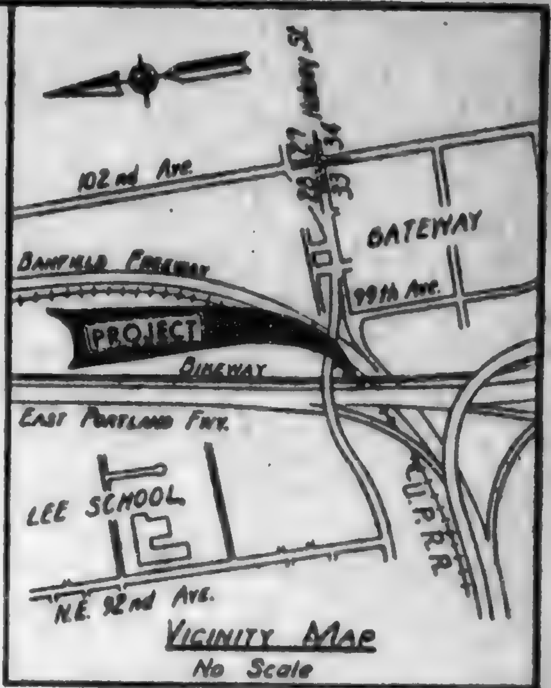

North Rail
South Rail
RR 331+80±
El. 216.69
El. 216.71
RR 332+80±
El. 217.03
El. 216.88
RR 333+80±
El. 217.29
El. 217.10
RR 334+80±
El. 217.54
El. 217.37
RR 335+80±
El. 217.74
El. 217.57
℄ Top of Rail

"RR" GRADE LINE DIAGRAM


Minimum Falsework Opening
24'-0" min. clearance
24'-0" min.
8'-6" R
8'-6" R
Present Track ℄
16'-0" min.
1'-0" min.
9'-6" min.
9'-6" min.
Future Track ℄
22'-0"
15'-0"
14'-0"

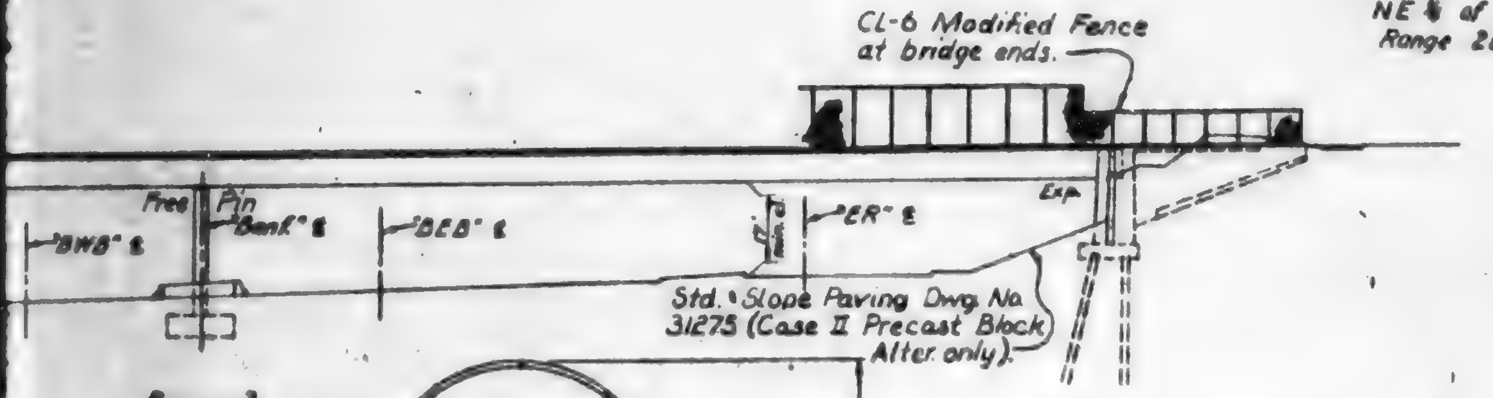
RAILROAD CLEARANCE DIAGRAM
No Scale


B298+36.73 P.O.T.
Bent 302+86.47 P.O.C.
Bent 3
B299+45.35 P.O.T.
ER302+14.21 P.O.T.
B300+01.19
Bent 4
d Bents
154'-5⅝" (Span 3)
Retaining Wall "B"
48°47'39"
48°47'39"
"DWB" ℄
"Bent" ℄
"BEB" ℄
"ER" ℄
12' Lane
12' Lane
12' Lane
10' Shldr.
8' Shldr.
Existing Bt. 4 ℄
N.59°00' E.

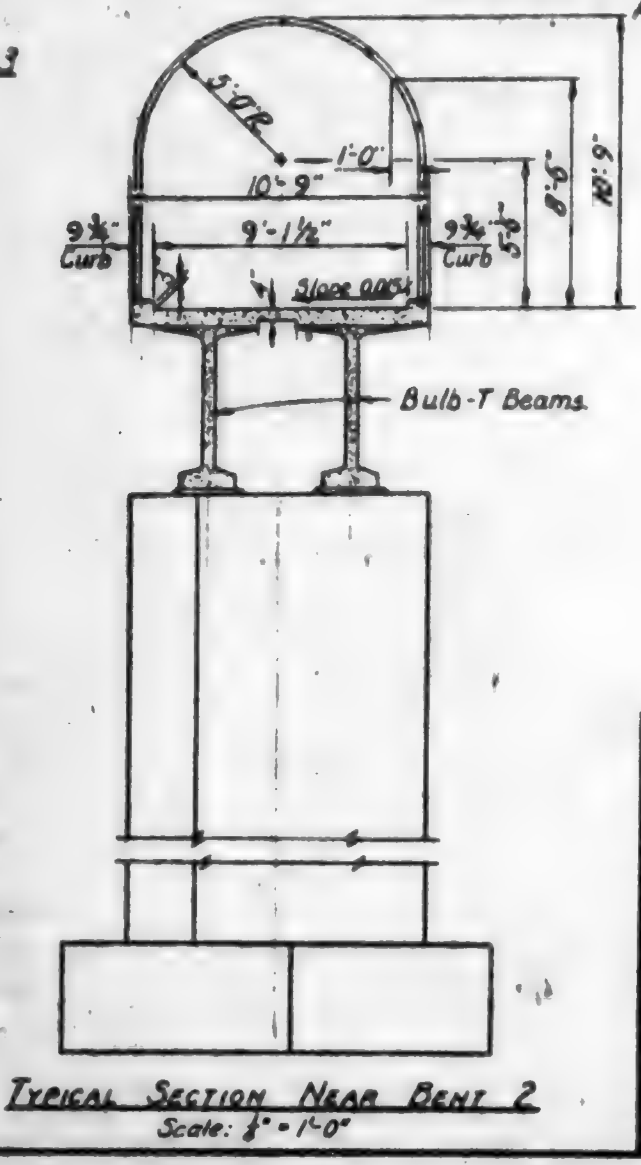

102nd Ave.
GATEWAY
Banfield Freeway
PROJECT
99th Ave.
Bikeway
East Portland Fwy.
Lee School
U.P.R.R.
N.E. 92nd Ave.

Vicinity Map
No Scale

Structure located in the NW ¼ of NE ¼ of Section 33 Township 1N, Range 2E. Willamette Meridian.


CL-6 Modified Fence at bridge ends.
Free
Pin
"DWB" ℄
"Bent" ℄
"BEB" ℄
"ER" ℄
Exp.
Std. Slope Paving Dwg. No. 31275 (Case II Precast Block Alter. only).
Bent 3
Bent 4

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG. FOR EXAMPLE
INDICATED SCALE ⅛"=1'-0" SHOULD BE READ 1/16"=1'-0".
INDICATED SCALE 1"=10'-0" SHOULD BE READ 1"=20'-0"


5'-0" R.
1'-0"
10'-9"
9'-1½"
9¾" Curb
9¾" Curb
8'-6"
18'-9"
5'-0"
Slope 0.015
Bulb-T Beams

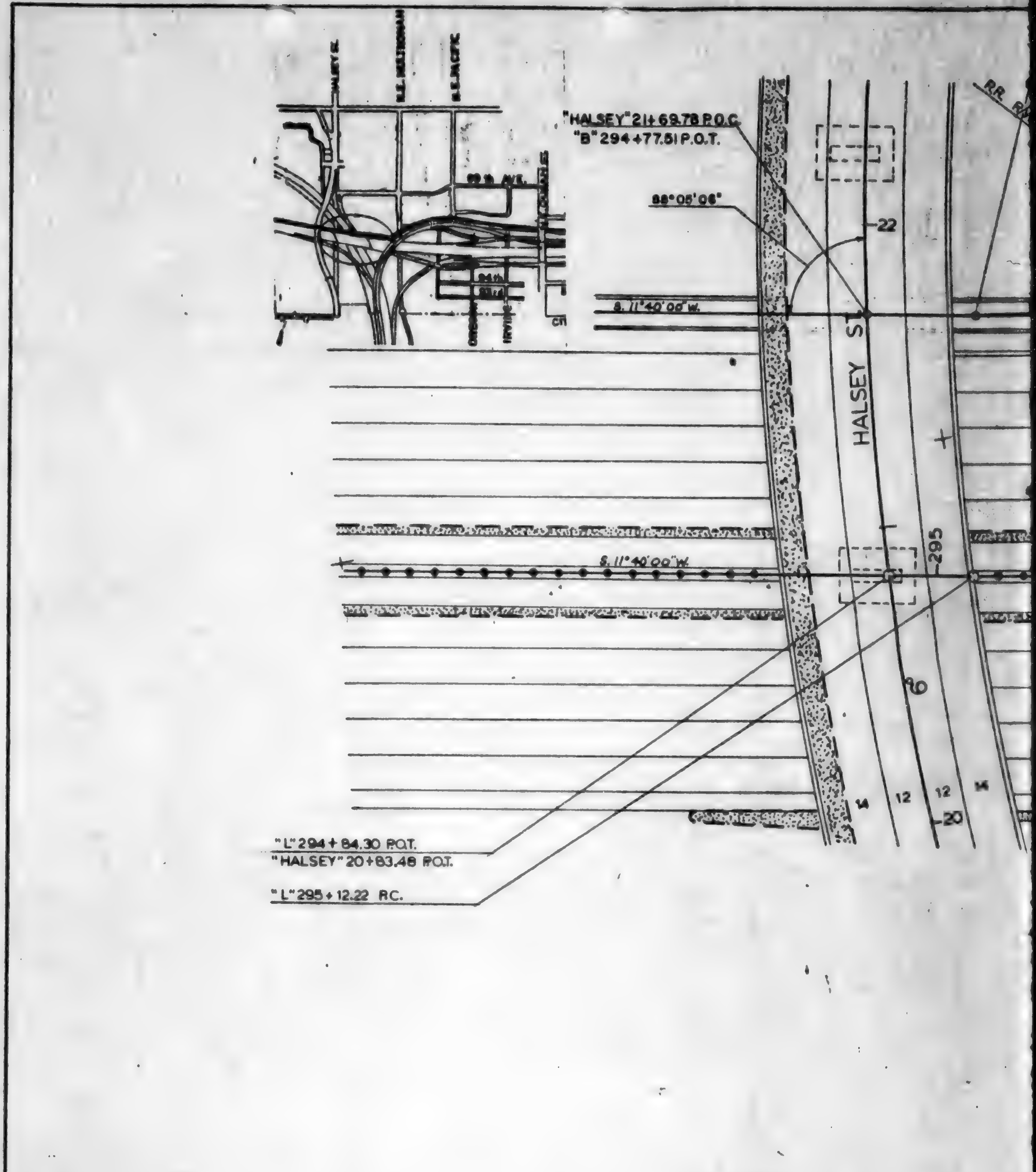
Typical Section Near Bent 2
Scale: ⅛" = 1'-0"

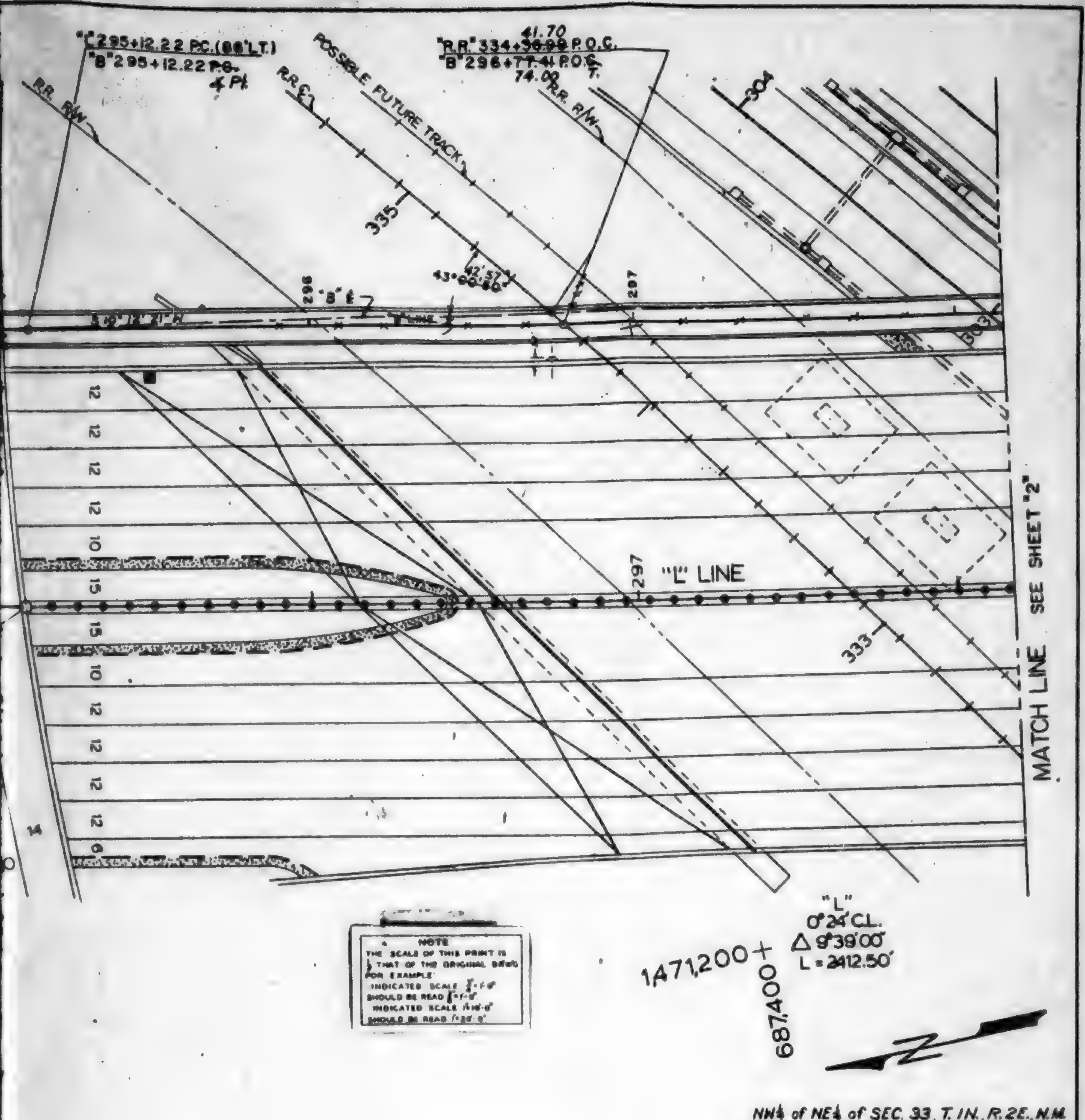
ewark
1'-0" min.
M

ADVANCE PLANS
DEC 04 1984
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

NW¼ of NE¼ of SEC. 33, T.1N., R.2E., W.M.

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	I-205 Bikeway O-Xing of Banfield Freeway Rocky Butte ~ N.E. Multnomah (Bikeway) Sect. East Portland Freeway (I-205) Multnomah County
ASST. STATE HIGHWAY ENGINEER	
DESIGNED DRAWN M.K. CHECKED REVIEWED REVIEWED CALC. BOOK	Plan and Elevation (PUC)
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE JUNE 1984 — SHEET 1 OF 1
	BRIDGE NO. 16715 — DRAWING NO. 39481


HALSEY ST.
N.E. MULTNOMAH
N.E. PACIFIC
AVE.
94th
93rd
IRVING
"HALSEY" 21+69.78 P.O.C.
"B" 294+77.51 P.O.T.
88°05'06"
22
RR. R
S. 11°40'00" W.
HALSEY ST
295
S. 11°40'00" W.
90
14
12
12
14
20
"L" 294+84.30 P.O.T.
"HALSEY" 20+83.48 P.O.T.
"L" 295+12.22 P.C.


"₵" 295+12.22 P.C. (66' LT.)
"B" 295+12.22 ~~P.C.~~ ₵ PI.
R.R. R/W
R.R. ₵
POSSIBLE FUTURE TRACK
"R.R." 334+~~56.99~~ 41.70 P.O.C.
"B" 296+~~77.41~~ 74.00 P.O.C. T.
R.R. R/W
304
335
42°57'
43°00'00"
296
"B" ₵
297
"B" LINE
303
"L" LINE
297
333
12
12
12
12
10
15
15
10
12
12
12
12
6
14
MATCH LINE SEE SHEET "2"
"L"
0°24' C.L.
Δ 9°39'00"
L = 2412.50'
1471,200 +
687,400 +

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRW'G
FOR EXAMPLE:
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

NW¼ of NE¼ of SEC. 33, T. 1N., R. 2E., W.M.

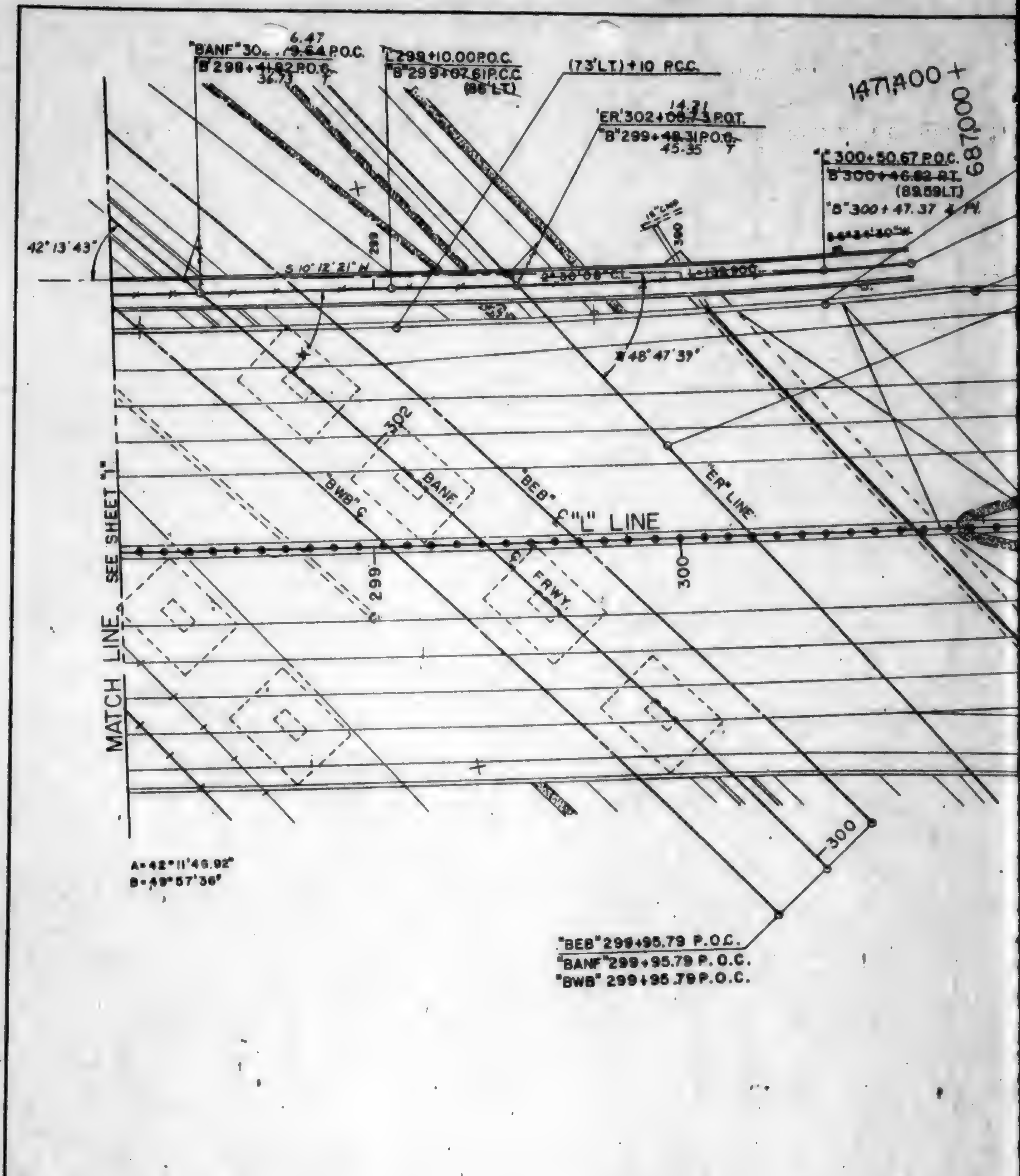
OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION.

PROPOSED BIKEWAY O'XING
BANFIELD & I-205
I-205 FREEWAY (SHEET 1 OF 2)

DESIGN ENGINEER ED HARDT DATE 10-17-83
SCALE 1" = 20' BY DC.

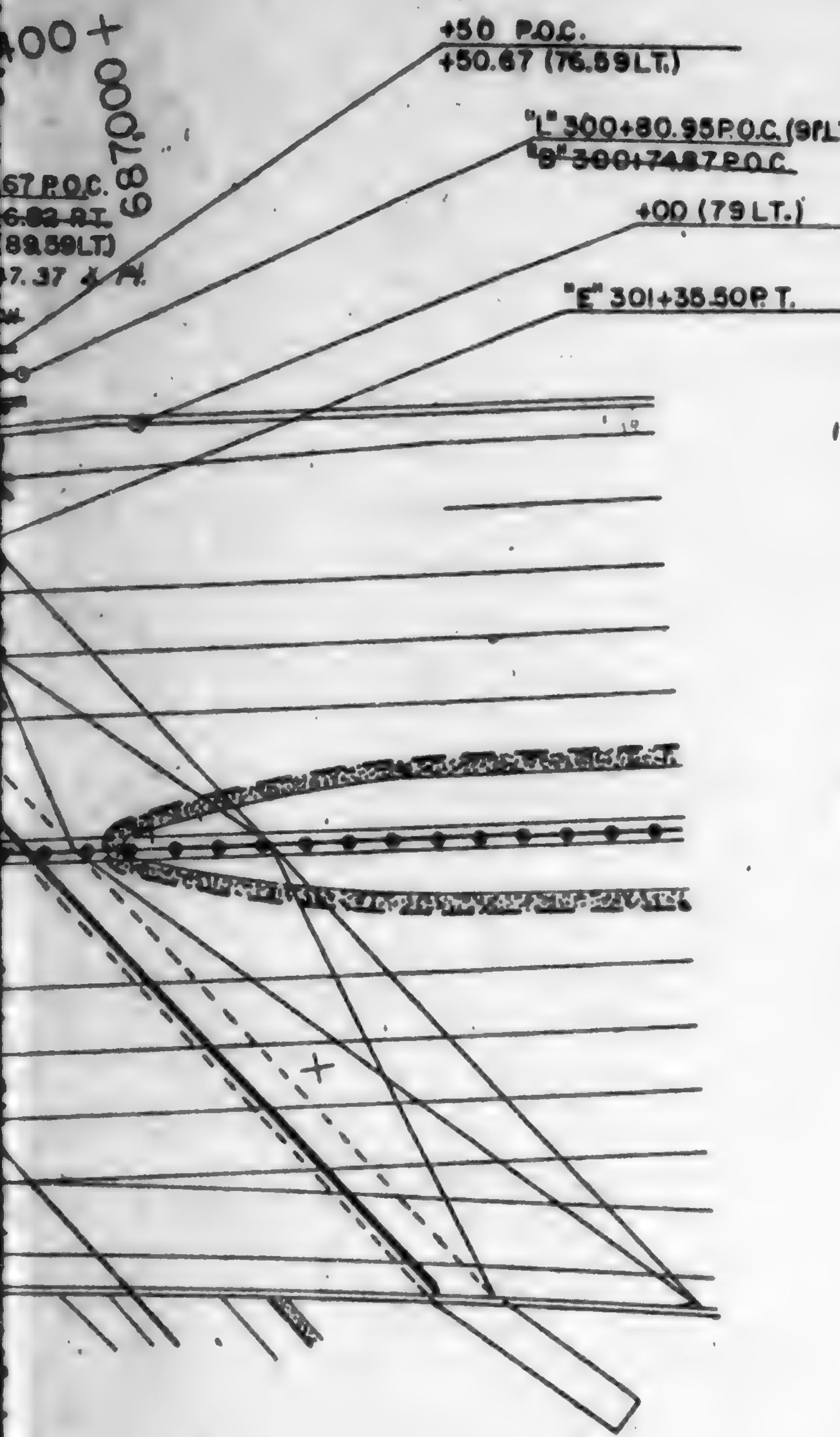
VICINITY MAP

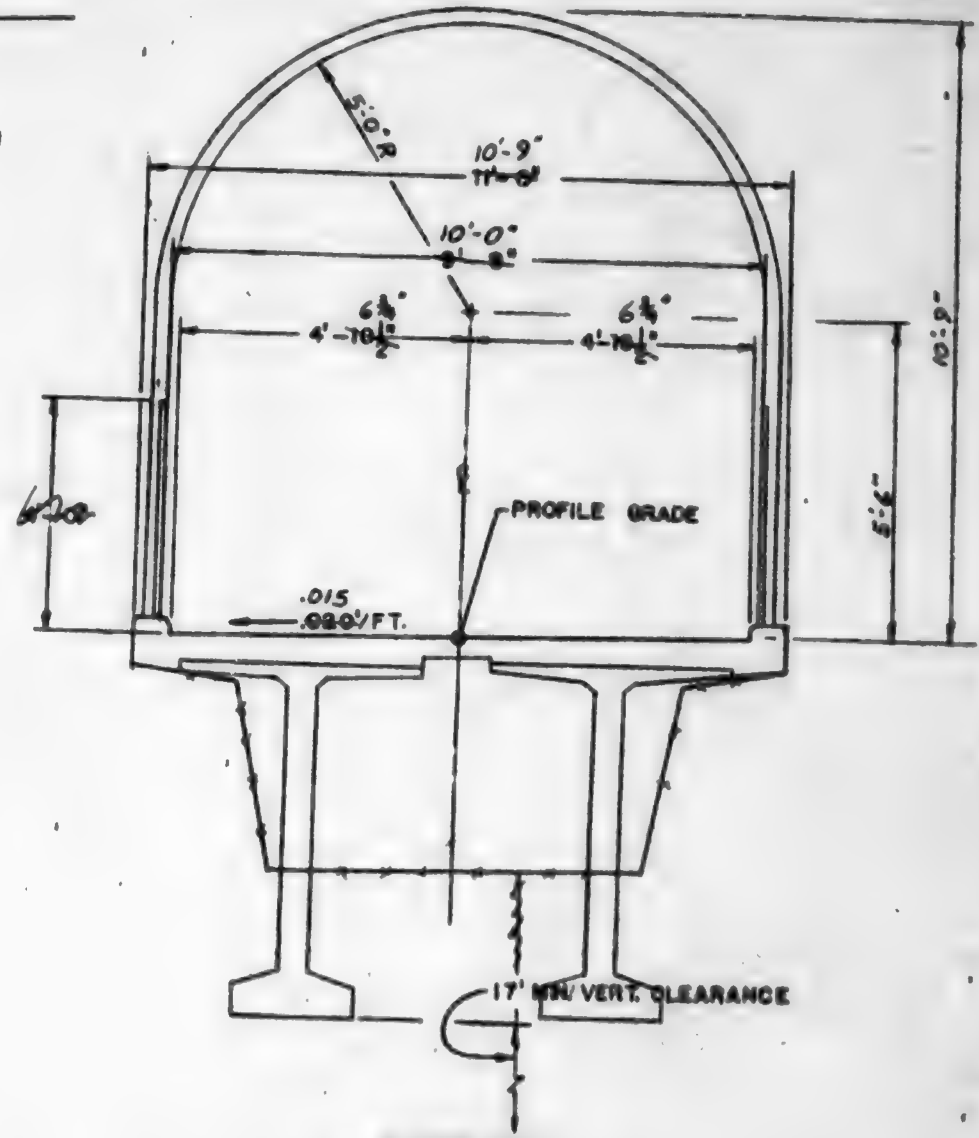
BRIDGE No. 16715 DWG. No. 39192


"BANF" 30... ~~19.64~~ 6.47 P.O.C.
"B" 298+~~41.82~~ 36.73 P.O.C. T
"L" 299+10.00 P.O.C.
"B" 299+07.61 P.C.C.
(86' LT)
(73' LT) + 10 P.C.C.
"ER" 302+~~06.73~~ 14.21 P.O.T.
"B" 299+~~48.31~~ 45.35 P.O.C. T
1471,400 +
687,000
"L" 300+50.67 P.O.C.
~~"B" 300+46.82 RT.~~
(89.59 LT)
"B" 300+47.37 ⊈ P.I.
42° 13' 43"
S 10° 12' 21" W
2° 30' 00" C.L.
298
300
48° 47' 39"
302
"BANF"
"BEB"
"ER" LINE
"BWB" ⊈
⊈ "L" LINE
299
300
FRWY.
SEE SHEET "1"
MATCH LINE
300
A=42° 11' 46.92"
B=49° 57' 36"
"BEB" 299+95.79 P.O.C.
"BANF" 299+95.79 P.O.C.
"BWB" 299+95.79 P.O.C.

				SHEET No.
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"


400+
687,000
+50 P.O.C.
+50.67 (76.59LT.)
"L" 300+80.95 P.O.C. (9fLT.)
"B" 300+74.87 P.O.C.
67 P.O.C.
6.82 RT.
(89.59LT.)
7.37 ⊈ PI.
+00 (79 LT.)
"E" 301+35.50 P.T.


5'-0" R
10'-9"
11'-0"
10'-0"
6¾"
4'-10½"
6¾"
4'-10½"
6'-0"
PROFILE GRADE
.015
.020'/FT.
5'-6"
10'-9"
17' MIN. VERT. CLEARANCE

BIKEWAY
PROPOSED TYPICAL
CROSS SECTION

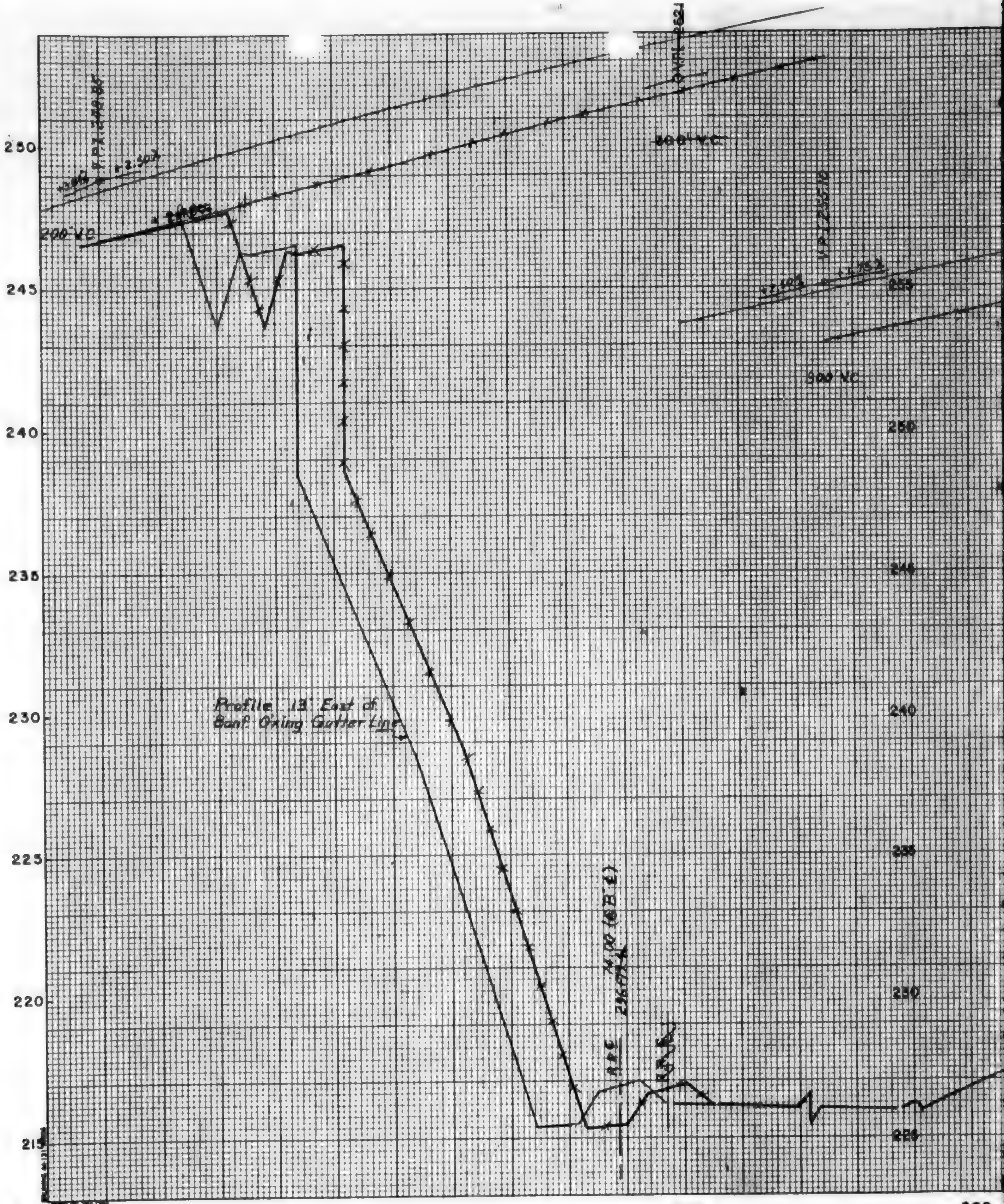
NW¼ of NE¼ of SEC. 33, T. 1N., R. 2E., W.M.

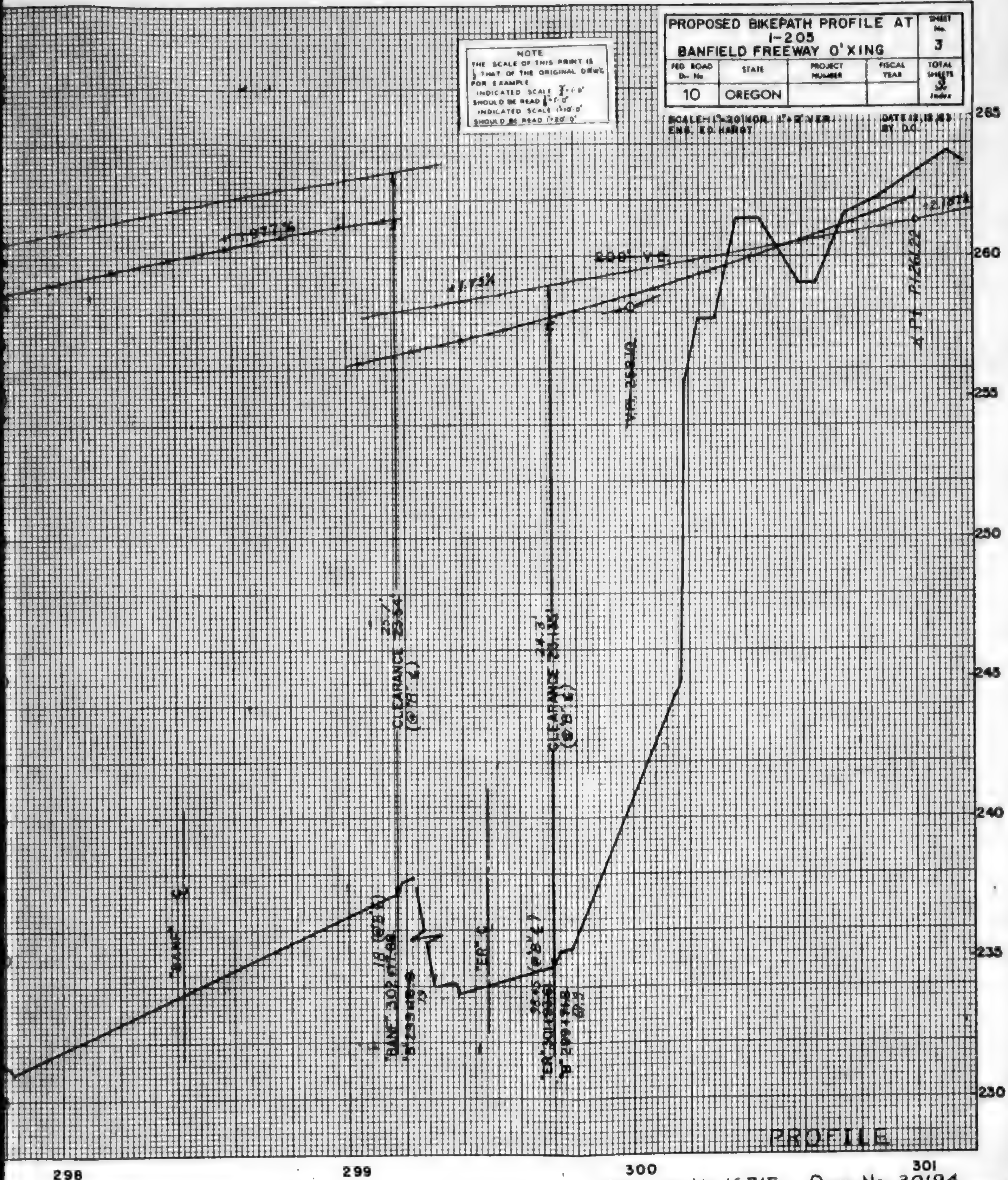
OREGON DEPARTMENT OF TRANSPORTATION
METROPOLITAN REGION

PROPOSED BIKEWAY 'O' XING
BANFIELD & I-205
I-205 FREEWAY (SHEET 2 OF 3)
VICINITY MAP

REGION ENGINEER ED. HARDT DATE 10-20-82
SCALE 1" = 20' BY D.C.

BRIDGE No. 16715 DWG. No. 39193


250
245
240
235
230
225
220
215
295
296
297
298
P.P.X. 249.85
+2.30%
200' V.C.
200' V.C.
Profile 13' East of
Gorf. Oxing Gutter Line
74.00 (B.B. E)
296+73.4
B.P.E.
B.P.E.
V.P.I. 253.10
+2.49%
+1.75%
300' V.C.
255
250
245
240
235
230
225


+1.977%
+1.73%
200' V.C.
+2.187%
V.P.I. 258.10
P.I. 261.22
CLEARANCE 23.54
25.7'
(@ "B" ℄)
CLEARANCE 23.15'
24.3'
(@ "B" ℄)
"BANF" ℄
"ER" ℄
"BANF" 302+
"ER" 301+
265
260
255
250
245
240
235
230
298
299
300
301
PROFILE

PROPOSED BIKEPATH PROFILE AT I-205 BANFIELD FREEWAY O'XING				SHEET No.
				3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SCALE: 1"=20' HOR. 1"=2' VER. DATE 12,12,83
ENG. E.D. HARDT BY D.C.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRW'G
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

BRIDGE No 16715 DWG. No. 39194

10,070

Pla.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.
DES 23
16715

November 1, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: NAL S
LTER J. HAR
Walter J. Hart, P.E.
Bridge Engineer

#10,451

NOTED
E. S. HUNTER

RECEIVED STATE HWY ENGR						
NOV 2'84						
REFER TO						
FOR						
Info	Inve	R/D	D/R	Sign	Act	File

SUBJECT: I-205 Bikeway Overcrossing Banfield Freeway
Rocky-Butte-NE Multnomah (Bikeway) Section
East Portland Freeway (I-205)
Multnomah County
BR 16715

Enclosed are two reduced prints of Drawings 39481, 39192, 39193 and 39194 which are the preliminary plan and elevation and vicinity map for this structure. The foundation report for this structure has not been completed. Two copies of the foundation report will be sent to you when it becomes available.

The alignment and 10-foot bikeway width are in accordance with the standards governing the project. The end bents will be supported on the existing pile footings that extend from the left side of the Banfield Freeway Overcrossing, Bridge 13516A. Part of the wingwalls that are presently supported on these footings will be removed in order to construct the Bikeway Overcrossing end bents. The bikeway grade line will be adjusted to keep the bottom of beam grades above the soffit of the adjacent Banfield Freeway Overcrossing structure.

A structural steel alternate with the same geometrics has been studied. Cost estimates based on preliminary designs indicate that the steel alternate would be $65,000 more expensive than the Bulb-T alternate. A poured-in-place alternate was not studied in detail due to the undesirable disruption of traffic that would be required for this type of construction.

The Bulb-T alternate can be constructed with a minimum amount of disruption to traffic. Two lanes of Banfield traffic with 36'-0" horizontal clearance in each direction will be maintained during the construction of Bent 3 footing and column. The two lanes of eastbound traffic can be maintained by shifting traffic away from the median on the existing eastbound pavement. The two lanes of westbound traffic can be maintained by constructing a temporary paved lane through the work area outside of the existing paved shoulder and shifting traffic away from the median. Banfield traffic will have to be stopped only for short periods while beams are being set in place.

The Bulb-T alternate is recommended due to its lower cost and minimal impact on traffic. The estimated cost of this structure, including an allowance for engineering and contingencies, is $321,000.

We request your approval of our preliminary plan.

RFE:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
Final Design Engineer /w/ 1
E. L. Hardt, Metro Region Engineer /w/ 2
Cam Gilmour, Environmental Manager /w/ 1
John Grassman /w/ 1

13,570

1-205

PROJEC⁻ ⁻ROSPECTUS
PART 4 — SURVEY AUTHORITY

Mult. 10257 Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02245

SECTION Rocky Butte - N.E. Multnomah

REGION Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 626-1960

DATE 4/27/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		300
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		300
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		8,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		15,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 35,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION	$	
FEDERAL AID PROJECT NUMBER I-IR-205-1(2)303						ADD. AUTH. REQUIRED	$	

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
6 cy Bud Adams
cy Lindsay
2 Edwards E
Terpin
3 Trout
cy Wakerlig

RECEIVED
JUN 22 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

On HIP

Proj. Mgr. Paul Hurley

PREPARED BY	DATE 4-27-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/29/84
RECOMMENDED, REGION ENGINEER X	DATE 4/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-24-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-27-62	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

10257

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02245			
SECTION Rocky Butte-N.E. Multnomah		REGION Metro Region	
STATE HIGHWAY # 64	HIGHWAY NAME East Portland Freeway	MILE POST FROM 21.5 TO 22.5	LENGTH 1.0
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME Bikeway
ROUTE # 205	FEDERAL AID # I-205	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	N
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	N
ROADWAY	$ 700		STRUCTURES (✓)	X	RELOCATIONS (#)	N
STRUCTURES	$ 290		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N
Mobilization	$ 89		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N
40% ENGINEERING & CONTINGENCIES	$ 396		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 1,475	WORK TYPE (1-12)	1	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) / 85	RECOMMENDED FUNDING SOURCE FAI	RECOMMENDED PROGRAM YEAR '85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	42,000	89,000
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

Construction of bikeway along I-205 in vicinity of Rocky Butte Jail not completed during original contract.

PROPOSED SOLUTION

Complete bikeway after demolition of Rocky Butte Jail.

REQUESTED, REGION ENGINEER	DATE 4/30/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 18 JAN 84	PROGRAM YEAR 85	FUNDING FAI

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

10257

SEE INSTRUCTIONS ON REVERSE

SECTION Rocky Butte - N.E. Multnomah	KEY ID # 02245 REGION Metro Region

PROJECT JUSTIFICATION

This construction is necessary to complete the last bikeway link which is in the vicinity of the North Banfield Interchange to the Gateway area.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Project Manager - Paul Hailey

10257

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02245

SECTION Rocky Butte - N.E. Multnomah

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

							PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	S	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	S	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	S	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	S	▨		SIGNALS	N	OLD (#)		NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A			

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES N (LIST BELOW)

COMPANIES

N/A

DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								10'								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Surfacing	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	100	10	55.000 ~~10~~	BRIDGE 5			
BRIDGE 2	432 ~~550~~	10	238.000 ~~280~~	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

10257

SEE INSTRUCTIONS ON REVERS

KEY ID # 02245

SECTION Rocky Butte - NE Multnomah

REGION

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

BAI[illegible]IELD- JAIL AREA
BIKEWAY ALTERNATIVES

ONSIDERATIONS:

SIX-LANING OF I-205 WOULD REDUCE TEMPORARY ACCESS ACROSS THE I-205 STRUCTURE FROM 22' TO 10' (TOO HAZAR FOR BICYCLISTS)

FUTURE FREEWAY WIDENING: CAN ADD ONE LANE EACH DIRECTION IN THE MEDIAN.

IN THE FUTURE, THE JAIL AREA COULD BE ACCESSED VIA THE BUSWAY TUNNEL.

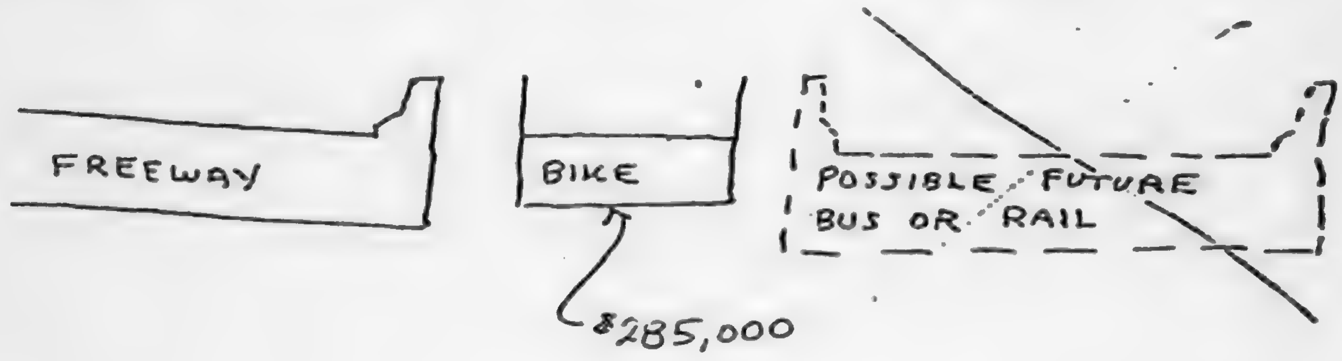
STRUCTURAL COST AND LOAD CAPACITY:

BIKE ALONE- LEAST EXPENSIVE
CAN CARRY MAINTENANCE VEHICLES.

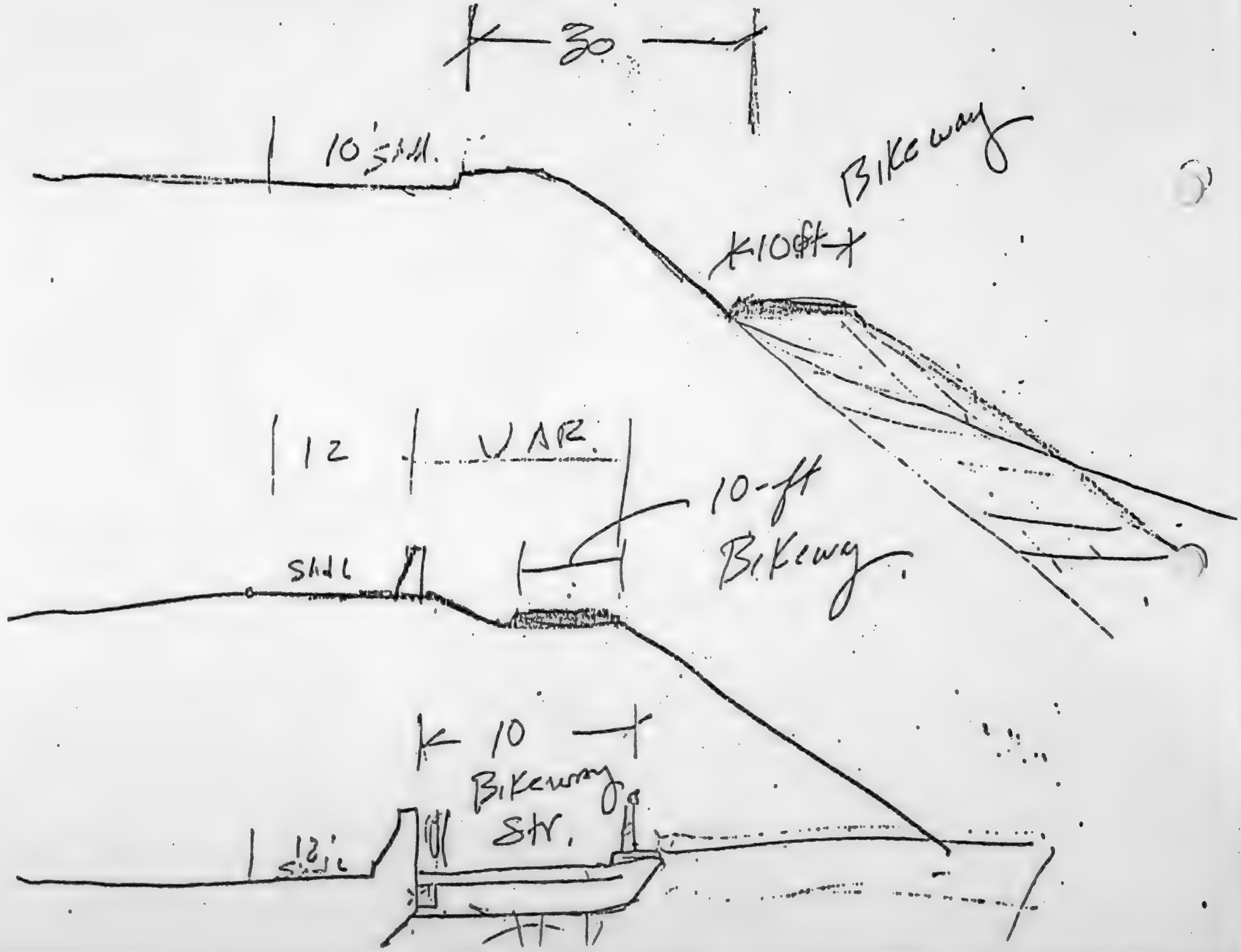
BUS OR LIGHT RAIL- LESS EXPENSIVE & LESS CAPACITY THAN HIGHWAY.

Recomended Alt.

BIKEWAY STRUCTURE NEXT TO THE FREEWAY:



(THIS WOULD REQUIRE A MINOR ADDITION TO THE BUSWAY TUNNEL.


30
10' SHL.
Bikeway
10 ft
12
VAR.
SHL
10-ft Bikeway.
10
Bikeway Str.
12' SHL

1985 S.E. Yamhill St.-S.E. Div. 10,071
St. Sec, Cascade Hwy. in Portland
(drainage)

10. 71

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO 6-2

TO: Richard Hacek
Acting Controller

DATE: February 20, 1987

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Final Voucher Submission
Project IX-9713(4)
N.E. Russell St.-S.E. Division St. (Portland) Section
Cascade Hwy. North
Multnomah County

[illegible]

Construction work under the subject preliminary engineering program has been contracted, therefore, would you please have the necessary action taken for submission of the final voucher on this project. The last contract work was done with State funds under contract No. 10071 with an advertising date of May 15, 1985, which should normally be the cut-off date for the preliminary engineering work.

CPL:bkb
cc: Shirley Williams (FHWA)
G. Zehner
General Files

81-123-1367

April 8, 1986

CON 5 - #10,071

United Pacific Insurance Company
P.O. Box 5669
Portland, OR 97204

Contract No. 10,071 awarded to Mocon Corporation for work on the S.E. Yamhill Street-S.E. Division Street Section of the Cascade Highway (in Portland) in Multnomah County was completed on December 23, 1985, and accepted by the State Highway Division on March 25, 1986.

Final payment in the amount of $1,620.00 will be released to the contractor after April 14, 1986. The total contract amount is $81,177.00 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S.
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

10,071

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10071

TO: Robert Gormsen
Manager, Commission Services

DATE: March 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10071, On Site Work Substantially Completed 8-29-85

All Work Completed 12-23-85

Project SE Yamhill St.-SE Division St.

Highway Cascade

County Multnomah

Type of Work Drainage

Contractor Mocon Corporation

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

noted Gormsen

On apr

81-125-1387

RECEIVED
MAR 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,071 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE Yamhill St - SE Division St

WEEK ENDING: Oct. 19, 1985

SECTION PREFIX: C10071

HIGHWAY: Cascade

COUNTY: Multnomah

NAME OF JOB: SE Yamhill St-SE Division St .

KIND OF WORK: Drainage

CONTRACTOR: Mocon Corporation

CONTRACT NUMBER: C10071

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 11, 1985

DATE WORK STARTED: July 22, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 45

CALENDAR DAYS USED 66

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 151

PROJECT AUTHORIZATION: $ 130,275.30

EXCLUSIVE OF ENGINEERING: $ 119,945.30

ENGINEERING AUTHORIZATION $ 10,330.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

This Week 200.

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 112,065.00

ENGINEERING COST TO DATE $ 3,000.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . 6.5 %

PERCENT OF AUTHORIZATION . . . . . 26 %

DATE PROJECT WAS COMPLETED: August 29, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
13 SUNDAY	Clear			
14 MONDAY	Overcast			
15 TUESDAY	P.Cloudy			
16 WEDNESDAY	Showers			
17 THURSDAY	Clear			
18 FRIDAY	Clear			
19 SATURDAY				

F CAE RECEIVED LS TC
COE OM SA CC
OE FE CP
CA OCT 22 1985 POC
CAM CONSTRUCTION CCS
EEO SECTION FILE

CONTR. NO: C10071 Date:10-19-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity this week.
MONDAY 7	
TUESDAY 8	
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 12	

REMARKS

STATUS: Completed project work. Second Notification submitted. Office crew working on semi-final.

VISITORS: None

NEXT WEEK: No activity planned. Office crew will continue work on semi-final. Holding 3rd Notification pending material certifications.

FINAL REPORT UNTIL CONTRACTOR SUBMITS CERTIFICATIONS

SIGNED Gary Kennen, Project Manager LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

63 N

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

MULT. Co. 84-60

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2566

SECTION: S.E. Yamhill to S.E. Division St.

REGION: Metro Region

Hwy # 63 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 026-1465

DATE: 9-6-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		5,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		200
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,000	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 20,900
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 ✓

4

4

2

3

Wakerlig

RECEIVED

ROAD DESIGN SECTION

NOTED NICK KUEHN

PREPARED BY	DATE 5-11-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/13/84
RECOMMENDED, REGION ENGINEER X	DATE 5/17/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-12-84
RECOMMENDED, LOCATION ENGINEER X	DATE 9/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

84-60

SECTION S.E. Yamhill - S.E. Division St.				KEY ID # 2566 REGION Metro Region
STATE HIGHWAY # 68	HIGHWAY NAME Cascade Highway North		MILE POST FROM 3.45 TO 4.22	LENGTH 0.77
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME S.E. 82nd Avenue	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$ 0
ROADWAY	$ 132	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$ 53	
TOTAL CONSTRUCTION		$ 185
TOTAL ESTIMATE		$

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Drainage		X
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	6

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	-	-
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	26,000	32,000
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

At least six old brick sumps were damaged by a contractor a few years ago. The cones and lids are sinking, tipping and coming apart. It is causing a traffic problem and difficult maintenance. Another problem is that the sumps do not work.

PROPOSED SOLUTION

Construct new sumps and repair old ones to be used as sediment manholes.

REQUESTED REGION ENGINEER	DATE 5/17/84
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING
NOTED Buryl Nelson		

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

84-60

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2566

SECTION S.E. Yamhill to S.E. Division St.

REGION Metro Region

PROJECT JUSTIFICATION

Work is needed soon to prevent more serious traffic hazards and maintenance problems. One sump has been covered over with a steel plate - a dangerous situation.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-60

SEE INSTRUCTIONS ON REVERSE

KEY ID # [illegible]

SECTION S.E. Yamhill to S.E. Division St.

REGION Metro Region

ITER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)		NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	-	ACCESS CONTROL (Y/N)	N

UTILITIES (LIST BELOW)

COMPANIES Portland Water Bureau
Powell Valley Road Water District
Portland Sanitary Eng.
NW Nat. Gas
Pac. NW Bell
PGE - Cable Systems Pacific TV

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		C				12'	10'	12'	10'	12'				C		
		C				12'	10'	12'	10'	12'				C		

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
.IDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 7/11/84

734-1912 (7-82)

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

84-60

KEY ID # 2566

SECTION

REGION

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

MH 6 3-1
Ptld.

DATE: July 20, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Eight Projects and Accelerate Four Projects on the Six Year Program

On the Agenda for your consideration at the July 31 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION: Klamath Falls-Lakeview Hwy. @ East Pine Grove Road
HIGHWAY: Klamath Falls-Lakeview
COUNTY: Klamath
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund
State Participation: $45,000
Klamath County Participation: $30,000
Total Estimated Cost: $75,000

DESCRIPTION: Installation of left-turn lane to improve intersection in vicinity of subdivision area. Project has cooperative funding and local support. Can be constructed within the existing right-of-way.

IMPACT: State funds plus local funds, so there will be negligible impact on the Program

SECTION: S.E. Yamhill-S.E. Division
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund
Total Estimated Cost: $185,000

DESCRIPTION: Several drainage sumps along 82nd Avenue have either been damaged or deteriorated. This project would repair the old sumps and construct some new ones.

IMPACT: State discretionary funding so there will be negligible impact on the Program.

SECTION: Pacific Hwy. W.-Boones Ferry Rd. (Hall Blvd. Bikeway)
HIGHWAY: Beaverton-Tualatin
COUNTY: Washington
PROGRAM YR.: 1985
FUNDING: State Bike Fund
Total Estimated Cost: $20,000

DESCRIPTION: Region indicates a significant need for a bikeway along Hall Blvd. City of Tigard Public Works and Tigard Parks Board are in favor. This project would involve a reconnaissance survey to identify location and prioritize units for construction.

IMPACT: Funds are available, the impact will be small.

SECTION: Linn County Line-Suttle Lake (Phase 2)
HIGHWAY: Santiam
COUNTY: Jefferson
PROGRAM YR.: Development for Program Year 1986.
FUNDING: FA

DESCRIPTION: Region recommends advancing this project from the "Considered" to the "Development" portion of the Program so that PE can be performed. The project would upgrade 3,000 feet of poor alignment, provide a 3.73 mile passing lane and overlay the remainder of the roadway.

IMPACT: Funds are available, the impact will be small.

SECTION: Johnson Creek Bridge
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1986
FUNDING: State Highway Engineer's Discretionary Funding: $ 80,000
Federal Hazard Elimination: $ 80,000
Total Estimated Cost: $160,000

DESCRIPTION: The structure would be widened for greater safety. It is eligible for $80,000 in Federal HES funds.

IMPACT: State discretionary and HES funds so there will be negligible impact on the Program.

SECTION: Target Meadows Road-Blue Mountain Summit
HIGHWAY: Weston-Elgin Highway
COUNTY: Umatilla and Union
PROGRAM YR.: 1985
FUNDING: Public Lands Highway Funds $485,000
Forest Highway Funds $345,000
Total Estimated Cost: $830,000

DESCRIPTION: This project involves shoulder repair, widening and resurfacing. Funds are available due to savings realized on an adjacent project which has been let.

IMPACT: In effect, more work than anticipated can be accomplished within the original funding levels. The impact on the Program will be positive.

SECTION: Yaquina Bay Bridge Cathodic Protection Demonstration
HIGHWAY: Oregon Coast Highway
COUNTY: Lincoln
PROGRAM YR.: 1985
FUNDING: FHWA Demonstration Projects Division
Total Estimated Cost: $60,000

DESCRIPTION: This project would involve demonstration and evaluation of a cathodic protection treatment on the Yaquina Bay Bridge. The area of application will be the beams and deck underside on two spans totalling 106 feet in length.

IMPACT: The funds for this project were not anticipated so the impact on the program will be positive.

SECTION: I-82 Port of Entry
HIGHWAY: McNary Highway
COUNTY: Umatilla
PROGRAM YR.: 1985
FUNDING: I-4R
Estimated Total Cost: $2,150,000

DESCRIPTION: This project is for a Port of Entry facility at the interchange of the new McNary Highway (I-82) and the Columbia River Highway. These facilities have proven very effective in enforcement of size and weight regulations and in the collection of revenues due the state.

IMPACT: Funds will be available, this project will not impact the program adversely.

Also on the Agenda at the July 31 meeting will be a request to accelerate four State Bikeway projects to Program Year 1985. This is necessary to satisfy the 1 percent expenditure requirement.

A description of the projects follows:

SECTION: Cannon Beach Jct.-Circle Bridge Rd. (Bikeway)
HIGHWAY: Oregon Coast
COUNTY: Clatsop
FUNDING: State Bikeway
Total Estimated Cost: $100,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Mt. Vernon-John Day (Unit 1)(Bikeway)
HIGHWAY: John Day
COUNTY: Grant
FUNDING: State Bikeway
Total Estimated Cost: $150,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Millican Cr.-McMinnville (Bikeway)(Unit 1)
HIGHWAY: Pacific West
COUNTY: Yamhill
FUNDING: State Bikeway
Total Estimated Cost: $300,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Poodle Cr.-Knight Rd. (Bikeway)(Unit 1)
HIGHWAY: Florence-Eugene
COUNTY: Lane
FUNDING: State Bikeway
Total Estimated Cost: $250,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

I recommend approval and request authorization to sign necessary agreements on your behalf.

RM:pf sl

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
D. D. Allen
D. O. Christensen
J. J. Gix
R. D. Hector
George Bell

MA 6-3-1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: June 8, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Sump Replacement
S.E. Yamhill-S.E. Division Street Section
Cascade Highway North (S.E. 82nd Avenue)
Multnomah County

On June 6, 1984 the Contract Schedule Committee met and approved the subject project to be added to the Six Year Program for construction.

The recommendation was to approve the project utilizing State Highway Engineer's Discretionary State Funds.

GAP:pf

cc: H. S. Coulter - Do you approve of this proposal?
E. S. Hunter
W. E. Schwartz
R. N. Bothman
J. H. Versteeg
F. E. Terpin
C. O. Fredrickson
Hank Wakerlig - July Commission, if HSC approves.
Ed Hardt, Metro Region

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

APPROVED
STATE HIGHWAY ENGINEER
DATE: 6/11/84

METRO REGION

REQUEST:

Add a project to the 1984-89 Six-Year Program to construct new sumps and replace old sumps on the S.E. Yamhill-S.E. Division St. Section of the Cascade Highway North (S.E. 82nd Avenue). The estimated construction cost is $185,000.

DISCUSSION:

Several drainage sumps have either been damaged or deteriorated on 82nd Avenue.

State maintenance force have neither the funds or manpower to accomplish the necessary repairs.

RECOMMENDATION:

Approve the project utilizing discretionary State funds.

ACTION TAKEN:

OK

WHW:pf:6-6-84

1985 Millican Cr.-McMinn.(Bike.) 10,072
Unit 1 Sec, Pac. Hwy. W. @ NE city
limits of McMinnville.

April 8, 1986

CON 5 - #10,072

Industrial Indemnity Co.
of the Northwest
421 S. W. Sixth
Portland, OR 97204

Contract No. 10,072 awarded to Rowell & Wickersham Contractors, Inc. for work on the Millican Creek-McMinnville (Bikeway) Unit 1 Section of the Pacific Highway West in Yamhill County was completed on January 6, 1986, and accepted by the State Highway Division on March 25, 1986.

Final payment in the amount of $2,457.65 will be released to the contractor after April 14, 1986. The total contract amount is $108,462.39 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Rowell & Wickersham Contractors, Inc.
P.O. Box 472
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,072

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10072

TO: Robert Gormsen
Manager, Commission Services

DATE: March 25, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10072, On Site Work Substantially Completed 8-24-85

All Work Completed 1-6-86

Project Millican Cr.-McMinnville (Bikeway) Unit 1

Highway Pacific Highway West

County Yamhill

Type of Work Bikeway

Contractor Rowell & Wickersham Contractors, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

noted
RGormsen

[illegible]

81-125-1387

RECEIVED
MAR 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,072

N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Millican Cr. McMinnville (Bikeway) Unit 1	WEEK ENDING Jan. 25, 1986	SECTION PREFIX 836-1123
HIGHWAY Pacific Hwy West	COUNTY Yamhill	
NAME OF JOB Millican Cr./McMinnville Unit 1	KIND OF WORK Bikeway	
CONTRACTOR Rowell & Wickersham Contr.	CONTRACT NUMBER 10072	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT June 11, 1985	DATE WORK STARTED July 15, 1985	ESTIMATED COMPLETION DATE August 24, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 000 SPECIFIED CALENDAR DAYS 000	WORK DAYS USED 000 CALENDAR DAYS USED 000
PROJECT AUTHORIZATION: $ 121,786.46	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED 95
EXCLUSIVE OF ENGINEERING: $ 112,129.38	ENGINEERING AUTHORIZATION $ 9,657.09	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 112,129.38	ENGINEERING COST TO DATE $ 15,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.0 %	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED: August 24, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
00	100	100	100	100	100	00	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,012.0cy	900.0tn	0.0tn	0.0tn	1,200.tn
TOTAL QUANTITIES CORRECTED TO DATE	1,792.0cy	805.0tn	0.0tn	0.0tn	1457.4/tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0.0cy	0.0tn	0	0.0tn	0
AVERAGE DAILY QUANTITIES					00.0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	*******	-0-		
MONDAY 20	Cloudy-----	-0-		
TUESDAY 21	Cloudy-----	-0-		
WEDNESDAY 22	Showers----	-0-		
THURSDAY 23	Showers----	-0-		
FRIDAY 24	Showers----	-0-		
SATURDAY 25	* ***** *	-0-		

CONTR. NO: 10,[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

DATE: Jan. 25, 1986

SUNDAY	19	No activity.
MONDAY	20	No activity.
TUESDAY	21	No activity.
WEDNESDAY	22	No activity.
THURSDAY	23	No activity.
FRIDAY	24	No activity.
SATURDAY	25	No activity

REMARKS

STATUS: Contract work complete. Semi-Final to Region office January 23, 1986. Final report.

ANTICIPATED: 2nd Notification 8-24-85.

SIGNED LOCATION Salem

Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

10,670

Con 8-2-2
File [illegible]

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: June 27, 1985

[illegible] to
McMinnville
(Unit 1)

E S Hunter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 6, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 6, 1985 on the following projects:

1. District 1 Paving
   Columbia River Highway
   Clatsop County
   Paving
   Overlay

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Bids Rejected.

3. Mt. Vernon-John Day (Unit 1)
   John Day Highway
   Grant County
   Grading and Paving

   Bikeway project. Shoulders being widened to provide a 4-foot bike lane adjacent to 12-foot travel lanes.

4. Redwood Highway @ Watkins Street (Cave Junction)
   Redwood Highway
   Josephine County
   Traffic Signals

   Pedestrian signals will be provided for pedestrian and bicycle traffic.

5. Chiloquin Rock Production
   The Dalles-California Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

6. Willamette Rock Production
Willamette Highway
Klamath County
Aggregate Crushing

Same as No. 1.

7. Willamette Highway @ Crestview Street (Oakridge)
Willamete Highway
Lane County
Traffic Signals

Pedestrian signals will be provided for pedestrian and bicycle traffic.

8. Molalla River-Stauffer Road (Unit 1)
Pacific Highway East
Marion and Clackamas Counties
Paving
Resurfacing

Same as No. 1.

9. Rocky Butte-N.E. Multnomah Street (Unit 1) Bikeway
East Portland Freeway
Multnomah County
Grading and Structures

Bikeway structure and approaches. This section closes part of the gap in the bikeway through the Rocky Butte Jail areas.

10. S.E. Yamhill Street-S.E. Division Street
Cascade Highway
Multnomah County
Storm Sewer

Same as No. 1.

11. Millican Creek-McMinnville (Bikeway) Unit 1
Pacific Highway West
Yamhill County
Grading and Paving

Bikeway project. Shoulders being widened to provide a 6-foot bicycle lane adjacent to a 12-foot travel lane.

12. 17th Street-Edmunston Street (McMinnville)
Pacific Highway West
Yamhill County
Grading and Paving

Overlay and/or reconstruction of existing streets between curbs. Sidewalk will be constructed where none exist.

Same as No. 1.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10, 07

STATE OF OREGON
LOCATION UNIT - ROAD DESIGN SECTION

INTEROFFICE MEMO

FILE LOC 19

DATE: March 21, 1985

TO: Bill Anhorn
Region 2 Engineer

FROM: Bill Geibel
Bicycle Program Manager
Bill

SUBJECT: North Yamhill River Structure
Bridge No. 0441
M.P. 34.99S
Pacific Highway 1W

Region 2 will soon contract a bikeway project called Millican Creek-McMinnville Section. It primarily involves the placement of 6' paved shoulders on the right side in each direction. It has come to our attention that the subject structure will constitute a significant restriction for the southbound bicyclist. This structure is 19' 9" wide curb to curb and 360' long. It has a 4' sidewalk on the left side.

Although there is concern, we can "get by" by use of signs. Sight distance is more than adequate, but traffic volumes and speeds are high, requiring the bicyclist to take extreme caution or cross the highway and use the sidewalk.

This letter is to advise you of this situation and also to advise that this structure is not on any bridge replacement list. Considering the age and width of the structure and the fact that this structure lies on a popular bicycle route to the coast, maybe it would be adviseable to examine the long-range need for structure replacement.

BG:rw

cc: Bob Pool
Pete Fidler
Walt Hart

81-125-1307

10,072

Con 8.2.2
[illegible] ret
Unit 1

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 16, 1984

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Millican Creek-McMinnville Section
Pacific Highway West
Yamhill County

The attached letter from John Grassman, Bicycle Program Coordinator, requests approval to remove the P.E. work on the subject project from the list approved by the Transportation Commission for work to be done by consultants.

The subject project is carried in the Six-Year Highway Improvement Program for construction in FY 1987.

Because of unanticipated increase in revenue, it was necesary to advance projects from FY '85 and FY '86 to FY '84 to meet the 1% expenditure requirement. This leaves the program short in FY 75.

As explained in John's letter and as discussed with Rick Kuehn, who is handling consultants program, it is risky to let the work to a consultant.

Your approval of the change is requested.

FET:ge
Attachment

cc D. O. Christensen
J. W. Grassman
G. A. Potter

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
ES Hunter
Date 10-22-84

123-1387

STATE OF OREGON
ROAD DESIGN-LOCATION

INTEROFFICE MEMO
~~DES 16~~ LOC 3

TO: Frank E. Terpin
Location Engineer

DATE: September 21, 1984

FROM: John W. Grassman
Bicycle Program Coordinator

SUBJECT: Millican Creek-McMinnville Bikeway

It has come to my attention that the subject bikeway project is one of those projects selected for consultant preliminary engineering.

As you know, this project was rescheduled for contracting next Spring in order to satisfy our 1% requirement. I am concerned that we won't be able to get this work under contract by May of next year with all of the "red tape" involved in the consultant selection process. If it appears my concern is valid based on Rick Kuehn's time schedule, I recommend this project be eliminated from the consultant list and the preliminary engineering be accomplished by State forces.

JWG:mg

-125-1307

[illegible]

Millican [illegible]
McMinnville
Unit 1

DATE: July 20, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Eight Projects and Accelerate Four Projects on the Six Year Program

On the Agenda for your consideration at the July 31 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION: Klamath Falls-Lakeview Hwy. @ East Pine Grove Road
HIGHWAY: Klamath Falls-Lakeview
COUNTY: Klamath
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund

State Participation:	$45,000
Klamath County Participation:	$30,000
Total Estimated Cost:	$75,000

DESCRIPTION: Installation of left-turn lane to improve intersection in vicinity of subdivision area. Project has cooperative funding and local support. Can be constructed within the existing right-of-way.

IMPACT: State funds plus local funds, so there will be negligible impact on the Program

SECTION: S.E. Yamhill-S.E. Division
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund
Total Estimated Cost: $185,000

DESCRIPTION: Several drainage sumps along 82nd Avenue have either been damaged or deteriorated. This project would repair the old sumps and construct some new ones.

IMPACT: State discretionary funding so there will be negligible impact on the Program.

SECTION: Pacific Hwy. W.-Boones Ferry Rd. (Hall Blvd. Bikeway)
HIGHWAY: Beaverton-Tualatin
COUNTY: Washington
PROGRAM YR.: 1985
FUNDING: State Bike Fund
Total Estimated Cost: $20,000

DESCRIPTION: Region indicates a significant need for a bikeway along Hall Blvd. City of Tigard Public Works and Tigard Parks Board are in favor. This project would involve a reconnaissance survey to identify location and prioritize units for construction.

IMPACT: Funds are available, the impact will be small.

SECTION: Linn County Line-Suttle Lake (Phase 2)
HIGHWAY: Santiam
COUNTY: Jefferson
PROGRAM YR.: Development for Program Year 1986.
FUNDING: FA

DESCRIPTION: Region recommends advancing this project from the "Considered" to the "Development" portion of the Program so that PE can be performed. The project would upgrade 3,000 feet of poor alignment, provide a 3.73 mile passing lane and overlay the remainder of the roadway.

IMPACT: Funds are available, the impact will be small.

SECTION: Johnson Creek Bridge
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1986
FUNDING: State Highway Engineer's Discretionary Funding: $ 80,000
Federal Hazard Elimination: $ 80,000
Total Estimated Cost: $160,000

DESCRIPTION: The structure would be widened for greater safety. It is eligible for $80,000 in Federal HES funds.

IMPACT: State discretionary and HES funds so there will be negligible impact on the Program.

SECTION: Target Meadows Road-Blue Mountain Summit
HIGHWAY: Weston-Elgin Highway
COUNTY: Umatilla and Union
PROGRAM YR.: 1985
FUNDING: Public Lands Highway Funds $485,000
Forest Highway Funds $345,000
Total Estimated Cost: $830,000

DESCRIPTION: This project involves shoulder repair, widening and resurfacing. Funds are available due to savings realized on an adjacent project which has been let.

IMPACT: In effect, more work than anticipated can be accomplished within the original funding levels. The impact on the Program will be positive.

SECTION: Yaquina Bay Bridge Cathodic Protection Demonstration
HIGHWAY: Oregon Coast Highway
COUNTY: Lincoln
PROGRAM YR.: 1985
FUNDING: FHWA Demonstration Projects Division
Total Estimated Cost: $60,000

DESCRIPTION: This project would involve demonstration and evaluation of a cathodic protection treatment on the Yaquina Bay Bridge. The area of application will be the beams and deck underside on two spans totalling 106 feet in length.

IMPACT: The funds for this project were not anticipated so the impact on the program will be positive.

SECTION: I-82 Port of Entry
HIGHWAY: McNary Highway
COUNTY: Umatilla
PROGRAM YR.: 1985
FUNDING: I-4R
Estimated Total Cost: $2,150,000

DESCRIPTION: This project is for a Port of Entry facility at the interchange of the new McNary Highway (I-82) and the Columbia River Highway. These facilities have proven very effective in enforcement of size and weight regulations and in the collection of revenues due the state.

IMPACT: Funds will be available, this project will not impact the program adversely.

Also on the Agenda at the July 31 meeting will be a request to accelerate four State Bikeway projects to Program Year 1985. This is necessary to satisfy the 1 percent expenditure requirement.

A description of the projects follows:

SECTION: Cannon Beach Jct.-Circle Bridge Rd. (Bikeway)
HIGHWAY: Oregon Coast
COUNTY: Clatsop
FUNDING: State Bikeway
Total Estimated Cost: $100,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Mt. Vernon-John Day (Unit 1)(Bikeway)
HIGHWAY: John Day
COUNTY: Grant
FUNDING: State Bikeway
Total Estimated Cost: $150,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Millican Cr.-McMinnville (Bikeway)(Unit 1)
HIGHWAY: Pacific West
COUNTY: Yamhill
FUNDING: State Bikeway
Total Estimated Cost: $300,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Poodle Cr.-Knight Rd. (Bikeway)(Unit 1)
HIGHWAY: Florence-Eugene
COUNTY: Lane
FUNDING: State Bikeway
Total Estimated Cost: $250,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

I recommend approval and request authorization to sign necessary agreements on your behalf.

RM:pf sl

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
D. D. Allen
D. O. Christensen
J. J. Gix
R. D. Hector
George Bell

1985 17th St.-Edmunston St. 10,073
(McMinnville) Sec, Pac. Hwy. W. McMinn.
(grading and paving)

10,07

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-7		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
MODIFICATION NUMBER 4		Project Number F-9-2(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,542,500	$ 1,571,000
Federal funds	$ 1,359,713	$ 1,384,836
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2ND day of JUN, 19 '88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 27, 1988

Federal-Aid Project No. F-9-2(9)

17th Street, Edmunston Street (McMinnville) Section
Pacific Highway West
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 85+00 thru Equa. 133+27.10 = 653+81.47 to Sta. 638+00)

Subtotal as on estimate of December 31, 1987		$ 1,351,242.00
	Engineering	152,258.00
	Total	$ 1,503,500.00

Length of Project	1.23 mi.
Cost of Roadway Per Mile	$ 1,221,544.72

Retain in Reserve

Total as on estimate of December 31, 1987	$ 67,500.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 1,503,500.00	$ 1,325,335.00	$ 178,165.00
Reserve	010	67,500.00	59,501.00	7,999.00
Total		$ 1,571,000.00	$ 1,384,836.00	$ 186,164.00

Sub. Job 010 = 0%; Sub. Job 011 = 99%; Sub. Job 080 = 0%; Sub. Job 081 = 1%
Contract No. 10,073
Prefix No: C036-1985 (P.E.)
C10073

DDB:bkw

10,073

d

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1 - 9		**State** OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	**County** YAMHILL
MODIFICATION NUMBER 3	1-5-88	**Project Number** F-9-2(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 15 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,525,991.00	$ 1,542,500.00
Federal funds	$1,345,160.00	$ 1,359,713.00
Other revisions		

This modification is made for the following reasons: To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5TH day of JAN , 19 88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 31, 1987

Federal Aid Project No. F-9-2(9)

17th Street, Edmunston Street (McMinnville) Section
Pacific Highway West
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 85+00 thru Equa. 133+27.10 = 653+81.47 to Sta. 638+00)

SUBTOTAL on Estimate of September 16, 1987		$1,351,242.00
	Engineering	123,758.00
	TOTAL	$1,475,000.00

Length of Roadway ------------- 1.23 miles

Cost of Roadway Per Mile ------ $1,199,186.99

Retain in Reserve

TOTAL as shown on Estimate of June 25, 1985	$ 67,500.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total	Federal Funds	State Funds
Roadway	010	$1,475,000.00	$1,300,212.00	$174,788.00
Reserve	010	67,500.00	59,501.00	7,999.00
TOTAL		$1,542,500.00	$1,359,713.00	$182,787.00

Group 1: 99%; Group 8: 1%
Contract No. 10073
Prefix: C036-1985 (PE)
Prefix: C10073
Primary: 4R

RLC:pf

10,073.

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-41

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-7-87

Form Approved; O M B No. 04-R2089

State OREGON

County YAMHILL

Project Number F-9-2(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,497,669	$ 1,525,991
Federal funds	$ 1,320,194	$ 1,345,160
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7 TH day of OC, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 16, 1987

Federal-Aid Project No. F-9-2(9)

17th St., Edmunston Street (McMinnville) Section
Pacific Highway West
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 85+00 thru Equa. 133+27.10 = 653+81.47 to Sta. 638+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Walks	Sq. Yd.	$ 34.00	1,290	$43,860.00	1,764	$ 59,976.00
Concrete Curbs Type C	Lin. Ft.	3.75	2,300	8,625.00	2,811	10,541.26
Geotextile Fabric in Stabilization	Sq.Yd.	0.55	32,000	17,600.00	40,427	22,234.85
Adjusting Manholes	Each	435.00	40	17,400.00	53	23,055.00
SUBTOTAL				$87,487.00		$115,807.11

Increase	$	28,322.00
SUBTOTAL		1,322,920.00
SUBTOTAL on Estimate of December 9, 1986		1,351,242.00
Engineering		107,249.00
Total	$	1,458,491.00

Length of Roadway --------------- 1.23 miles

Cost of Roadway Per Mile -------- $1,185,765.04

RETAIN IN RESERVE

TOTAL as shown on Estimate of June 25, 1985	$	67,500.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 1,458,491.00	$ 1,285,659.00	$ 172,832.00
Reserve	010	67,500.00	59,501.00	7,999.00
TOTAL		$ 1,525,991.00	$ 1,345,160.00	$ 180,831.00

Group 1 = 99%; Group 8 = 1%
Contract No. 10073
Prefix: C036-1985 (PE)
Prefix: C10073
Primary: 4R

RLC:pf

10,073

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-325	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	12-23-86	Project Number F-9-2(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,724,555.00	$ 1,497,669.00
Federal funds	$ 1,520,194.00	$ 1,320,194.00
Other revisions		

This modification is made for the following reasons:

To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 9, 1986

Federal-Aid Project No. F-9-2(9)

17th St. Edmunston Street (McMinnville) Section
Pacific Highway West
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 85+00 thru Equa. 133+27.10 = 653+81.47 to Sta. 638+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$12.00	19,000	$228,000.00	14,833	$177,996.00
Treated Base Mixture	12.00	22,000	264,000.00	17,833	213,996.00
Class "C" Asphalt Conc. Mixture	15.00	15,300	229,500.00	11,966	179,490.00
			$721,500.00		$571,482.00

Decrease	$ 150,018.00
Subtotal From Estimate of June 25, 1985	1,472,938.00
Subtotal	$1,322,920.00
Engineering	107,249.00
Total	$1,430,169.00

Length of Roadway ------------------ 1.23 miles
Cost of Roadway Paving Per Mile ----- $1,162,739.02

RETAIN IN RESERVE

Total as on Estimate of June 25, 1985	$ 67,500.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$1,430,169.00	$1,260,693.00	$169,476.00
Reserve	010	67,500.00	59,501.00	7,999.00
TOTAL		$1,497,669.00	$1,320,194.00	$177,475.00

Group 1 = 99%; Group 8 = 1%
Contract No. 10,073
Prefix: C36-1985 (P.E.)
Prefix: C10073
Primary 4R

RLC:me

TO BE COMPLETED BY FHWA		
6-259	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Yamhill PROJECT NO. F-9-2(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

17th Street - Edmunston Street (McMinnville) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		1.23

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,724,555.00	$ 1,520,194.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Donald L. Rout
for Manager, Program Section
(Title)
~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ________________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 28 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 25, 1985

FEDERAL AID PROJECT NO. F-9-2(9)

17TH ST.-EDMUNSTON ST. (McMINNVILLE) SECTION
PACIFIC HIGHWAY WEST
YAMHILL COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 85+00 thru Equa. 133+27.10 = 653+81.47 to Sta. 638+00)

Mobilization	Lump Sum	All	Lump Sum	$ 130,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	20,000.00
Temporary Signs	Sq. Ft.	800	8.00	6,400.00
Temporary Barricades	Each	55	50.00	2,750.00
Temporary Plastic Safety Markers	Each	20	50.00	1,000.00
Flaggers	Hour	2,000	16.25	32,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	20,000.00
General Excavation	Cu. Yd.	19,000	12.00	228,000.00
Trench Excavation	Cu. Yd.	1,008	9.50	9,576.00
Furnishing and Placing Topsoil	Cu. Yd.	132	25.00	3,300.00
Treated Base Mixture	Ton	22,000	12.00	264,000.00
Cement in Treated Base Mixture	Ton	1,210	65.00	78,650.00
Class "C" Asphalt Concrete Mixture	Ton	15,300	15.00	229,500.00
Asphalt Cement in Mixture	Ton	918	180.00	165,240.00
Asphalt in Tack Coat	Ton	22	145.00	3,190.00
8-inch Storm Sewer Pipe	Lin. Ft.	170	17.00	2,890.00
12-inch Storm Sewer Pipe	Lin. Ft.	3,506	17.00	59,602.00
6-inch Sanitary Sewer Pipe	Lin. Ft.	10	17.00	170.00
Concrete Manholes	Each	5	2,000.00	10,000.00
Concrete Inlets, Type CG-2	Each	69	450.00	31,050.00
Concrete Walks	Sq. Yd.	1,290	34.00	43,860.00
Concrete Driveways	Sq. Yd.	200	17.10	3,420.00
Concrete Curbs, Type A	Lin. Ft.	2,000	5.00	10,000.00
Concrete Curbs, Type C	Lin. Ft.	2,300	3.75	8,625.00
Extra for Asphalt Approaches	Each	55	225.00	12,375.00
Geotextile Fabric in Stabilization	Sq. Yd.	32,000	0.55	17,600.00
Adjusting Manholes	Each	40	435.00	17,400.00
Reconstructing Manholes	Each	10	1,000.00	10,000.00
Adjusting Inlets	Each	66	250.00	16,500.00
Mono-Directional Crystal Type I Markers	Each	980	5.00	4,900.00

Bi-Directional Yellow Type I Markers	Each	90	5.00	450.00
White Type II Markers	Each	650	5.00	3,250.00
Sod Lawn	Sq. Yd.	790	6.00	4,740.00
				$1,450,938.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 20,000.00
Temporary Pavement Striping	All Required	2,000.00
		$ 22,000.00
	SUBTOTAL	$1,472,938.00
	Engineering	184,117.00
	TOTAL	$1,657,055.00

Length of Roadway ----------------- 1.23 miles
Cost of Roadway Paving Per Mile --- $1,347,199.19

RETAIN IN RESERVE

Correction of Soft Subgrade	All Required	$ 35,000.00
McMinnville Water & Light Dept. (Water)	All Required	25,000.00
	SUBTOTAL	$ 60,000.00
	Engineering	7,500.00
	TOTAL	$ 67,500.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$1,657,055.00	$1,460,693.00	$196,362.00
Reserve	67,500.00	59,501.00	7,999.00
TOTAL	$1,724,555.00	$1,520,194.00	$204,361.00

Group 1: 99%; Group 8: 1%
Contract No. 10,073
Prefix: C36-1985 (PE)
Prefix: C10073
Primary 4R

DDB/CPL:pf/me

10 jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 9/25/87	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-9-2(9)
COMPLETION DATE (Actual) 9/24/86	ACCEPTANCE DATE BY CONRTACT AGENCY 3/26/87	TIME ELAPSED N/A %	CONTRACT TIME S.C.D. 8/31/86

LOCATION

17th St.-Edmunston St. Section of Pacific Hwy West in the City of McMinnville, OR

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

17TH ST. - EDMUNSTON ST. SECTION
PACIFIC HWY WEST (MC MINNVILLE)
Grading, Drainage & Paving

This project provided for the overlay and reconstruction of the above 1.23 mile section of Pacific Highway West in McMinnville, Oregon.

The final cost of the original contract bid items was $1,326,878.07, or a 9.3 percent underrun of the contract bid amount of $1,450,938. The final cost of the project including all changes and engineering was $1,529,555.61. A copy of the Engineer's Statement of overruns and underruns is attached to the Division Office copy of this report.

All participting work has been completed. All signing and striping has been completed.

A final inspection of the completed work was made on March 24, 1986.

- DBC -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE David B Carter	SIGNATURE
TITLE Area Engineer	TITLE District Engineer A
DATE 9/25/87	DATE 9-25-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,073

April 21, 1987

CON 5 - #10,073

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On April 1, 1987, we wrote to you concerning release of final payment on Contract No. 10,073 awarded to J. C. Compton Company for work on the 17th Street-Edmunston Street (McMinnville) Section of Pacific Highway West in Yamhill County.

Final payment on this contract is $23,388.52 and the total contract amount is $1,356,300.47 including $2,983.82 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 3, 1987

In Reply Refer to File No.:
CON
9485
9893
10073
9669

Mr. John Compton
J. C. Compton Co.
P. O. Box 768
McMinnville, OR 97128

Re: Status of Projects

Recently, while discussing other matters with Mr. E. S. Hunter, you inquired of the status of four (4) projects constructed by your company.

This is the status as of March 30, 1987:

1. Contract No. 9485 - Vail Creek-Nylund Road - The final voucher on this project was forwarded to you on approximately March 14, 1987, by the Accounting Section. The final voucher is a billing for approximately $17,612 reflecting an overpayment during the construction of the project.
2. Contract No. 9893 - Langdon Lake-Blue Mountain Summit - We have been advised by the Accounting Section that the final voucher for this project will probably be forwarded to you today. This also will be in the form of a billing reflecting a $31,013 overpayment to you on the asphalt escalation item during construction of the project.
3. Contract No. 10073 - 17th St.-Edmunston St. (McMinnville) - The final estimate for this project was forwarded to the Accounting Section for payment on March 24, 1987. You should be receiving it shortly.
4. Contract No. 9669 - Sandy River-Mitchell Point - This project is being held pending receipt of the PR-47 from you.

We apologize for the delay in providing you this information. We also request your cooperation in furnishing the required documentation for the Sandy River-Mitchell Point project.

O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
E. SCHWART

OBJ:GH:mk

bc: E. S. Hunter
W. E. Schwartz
Bruce Walton

0403m

RECEIVED
STATE HWY ENGR
APR 6 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10,073

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
10073

TO: Commission Services

DATE: March 26, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10073, On Site Work Substantially Completed April 24, 1986

All Work Completed January 28, 1987

Project 17th St.-Edmunston St. (McMinnville)

Highway Pacific Highway West

County Yamhill

Type of Work Grading and Paving

Contractor J.C. Compton Company

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-1-87 - Suerty letter written.

RECEIVED
MAR 30 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

10,073

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 9, 1987

In Reply Refer to File No.: CON 5 10073

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-9-2(9)

Contract 10073, Work Completed April 24, 1986

Project 17th Street-Edmunston Street (McMinnville)

Highway Pacific Highway West

County Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 24, 1986

for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
MAR -3'87
REFER TO
FOR
Info Invest R/D D/R Sign Act File

RECEIVED
FEB 10 1987
OREGON DIVISION

NOTED
LARRY RULIEN

10,073

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING	JULY 19, 1986
PROJECT NAME (SECTION)	17TH - EDMUNSTON STREET (MCMINNVILLE)
CONTRACT NO	C10073
HIGHWAY	PACIFIC HWY. WEST
COUNTY	YAMHILL
F.A. PROJECT NO	F-9-2(9)
CONTRACTOR	J.C. COMPTON
KIND OF WORK	GRADING, PAVING
DATE OF AWARD	JUNE 19, 1985
FIRST NOTIFICATION DATE	AUGUST 9, 1985
ESTIMATED DATE OF COMPLETION, OR	NOVEMBER 13, 1985
SECOND NOTIFICATION DATE AND	NOVEMBER 13, 1985
ESTIMATED SEMIFINAL SUBMITTAL DATE	JULY 1986

PROJECT AUTHORIZATION

1,724,555.26
CURRENT AUTHORIZATION $
1,724,555.26
ESTIMATED PROJECT COST $
XXXX 0.0
ESTIMATED PERCENT OVERRUN/UNDERRUN %

ENGINEERING

122,635.00
AUTHORIZATION $ 0.00
COST THIS WEEK $ 119,800.00
TOTAL TO DATE $
97
PERCENT OF AUTHORIZATION %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	08/31/86	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	19,000 CY	22,000 TN	15,300 tn			
EST. CORRECTED QUANTITIES	16,622 CY	21,802 TN	13,178 TN			
EST. PERFORMED TO DATE	16,622 CY	21,802 TN	13,178 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

SEMI-FINAL SUBMITTED TO REGION 7-17-86

LAST REPORT!!

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

AWAITING MISCELLANEOUS PAPERWORK TO COMPLETE THRID NOTIFICATION.

F

PROJECT MANAGER (SIGN)
ARVEY NELSON

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc 16,072

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Yamhill
3. FROM
4. PROGRAM NO.
5. ITEM NO. 40048

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 12 '86
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE July 20, 1985
8. FEDERAL ROUTE NUMBER Primary 9
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

17th St. - Edmunston St. (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK

Correct PR 1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

To correct authorization date for street light pole relocation for the City of McMinnville from 7-30-85 to 7-20-85 as requested in Mr. Cartwright's letter dated 6-4-86.

14. DATE 6/11/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-78)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECE
JUN 11 1986
RR & UTILITY UNIT

In Reply Refer to
File No.:

June 4, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

NOTED
E. S. HUNTER

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Revised Federal Participation Eligibility Date
Street Light Pole Relocation
City of McMinnville
17th Street-Edmunston St. (McMinnville)
Section
Pacific Highway West
Yamhill County
Project No. F-9-2(9)

RECEIVED
STATE HWY ENGR
JUN 11 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Reference is made to my letter of August 30, 1985, which requested confirmation of your verbal authorization for the City of McMinnville to proceed with the relocation of their street lighting facilities as of July 30, 1985. Reference is also made to your PR-1240 dated September 20, 1985 authorizing the relocation work and confirming the authorization date of July 30, 1985. Due to an error in communication with the City's offices, the wrong date for starting of work was supplied to the Highway Division. The wrong date was due to the fact that the light pole had to be relocated twice to place it in a position satisfactory to the State and the Federal Highway Administration, once on July 20, 1985 and again on July 30, 1986.

A revised authorization date of July 20, 1985 is, therefore, requested for the City of McMinnville to proceed with the relocation of their lighting facilities. An amended PR-1240, reflecting the revised authorization date, is also requested. Copies of my letter of August 30, 1985, Gary A. Potter's letter of August 30, 1985 and your PR-1240 dated September 20, 1985 are included for your convenience.

Advanced authorization date of
July 20, 1985 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC:jr

cc: E. C. Hunter ✓
Don Trout
Pete Gonzalez
William G. Anhorn
Arvey Nelson
Jerry Miller

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9(2)9

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40048

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 15, 1986

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

17th St. - Edmunston St. (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK

Re-establish Right-of-Way monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/15/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $4,000; Federal Funds $3,526.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40048

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 31, 1985
8. FEDERAL ROUTE NUMBER Primary 9
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
17th Street - Edminston St. (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK
Correct 1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

To correct the authorization date to 7/31/85 on our 1240 dated 2/6/86.

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/22/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

12 373

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 12, 1986

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
MAY 14 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Water Facilities Relocation
City of McMinnville
17th St. -Edmunston St. (McMinnville)
Section
Pacific Highway West
Yamhill County
Project No. F-9-2(9)

Here is a copy of an estimate of cost to adjust the City of McMinnville's water facilities dated August 15, 1985.

A certification prepared by Jerry J. Miller as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated May 14, 1985, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 31, 1985, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $29,024.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Jerry J. Miller

Form 734-3122

[illegible]

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 8, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Revised Federal Participation Eligibility Date
Water Facilities Relocation
City of McMinnville
17th Street-Edmunston St. (McMinnville) Section
Pacific Highway West
Yamhill County
Project No. F-9-2(9)

Reference is made to my letter of September 5, 1985, which requested confirmation of your verbal authorization for the City of McMinnville to proceed with the relocation of their water facilities as of August 5, 1985. Due to an error in communications with the City's offices the wrong date for the starting of work was supplied the Highway Division. Relocation work actually started on July 31, 1985.

A revised authorization date of July 31, 1985 is, therefore, requested for the City of McMinnville to proceed with the relocation of their water facilities in conflict with this project. An estimate of cost has been received from the City and has been forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 31, 1985 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
William G. Anhorn
Arvey Nelson
Jerry Miller

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
MAY 07 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

May 5, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Water Facilities Relocation
City of McMinnville
17th St. -Edmunston St. (McMinnville)
Section
Pacific Highway West
Yamhill County
Project No. F-9-2(9)

Here is a copy of an estimate of cost to adjust the City of McMinnville's water facilities dated August 15, 1985.

A certification prepared by Jerry J. Miller as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated May 14, 1985, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service and distribution facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 5, 1985, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $29,024.

JMC:jr
Enc.

cc: √E. S. Hunter
J. M. Cartwright
Jerry J. Miller

Form 734-3122

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40048

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 11 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE October 3, 1985
8. FEDERAL ROUTE NUMBER Primary 9
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
17th Street - Edmunston st. (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK
Relocation of Power and Water Facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-3-85 as requested in Mr. Fredrickson's letter of 1-24-86 as being cost effective for the use of City of McMinnville forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $29,000;
Federal Funds $25,563.

14. DATE 2/6/86
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10.075

jc

N

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40048

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 30,1985

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

17th Street - Edmunston St. (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested in Mr.Potter's letter of 8-30-85 this will confirm the advance approval date of 7-30-85 to proceed with the street light pole relocation for the City of McMinnville on an actual cost basis estimated to be $540 - F.F. $476. It is understood that this pole relocation is to be located outside the curb on the westerly side of Adams Street. This authorization is contingent upon modification of Project Agreement if additional funds are required.

The Agreement with the City of McMinnville is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG
SEP 24 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
9/24

14. DATE 9/20/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

[illegible] N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of McMinnville
17th Street - Edmunston St. (McMinnville)
Section
Pacific Highway West
Yamhill County
Project No. F-9-2(9)

Confirmation of your verbal authorization for the City of McMinnville to proceed with the relocation of their water facilities in conflict with this project as of August 5, 1985 is requested. An estimate of cost is being prepared by the City. Preliminary estimate of cost is $29,000. This estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 5,, 1985 is approved

William H. Kappus
William H. Kappus, Area Engineer

NOTED
E. S. HUNTER

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
William G. Anhorn
Arvey Nelson
Jerry Miller

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Street Light Pole Relocation
City of McMinnville
17th Street - Edmunston St.
(McMinnvilee) Section
Pacific Highway West
Yamhill County
Project No. F-9-2(9)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust the City of McMinnville's street lighting facilities dated July 11, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry J. Miller as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 30, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $540.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Jerry Miller

RECEIVED
STATE HWY ENGR
SEP - 4 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

July 9, 1985

J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

CON 5
#10,073

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,073 for work on the 17th Street-Edmunston Street (McMinnville) Section of Pacific Highway West in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 Eighth Ave., So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768 McMINNVILLE, OREGON 97128

June 10, 1985

RECEIVED
JUN 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Thomas Jones Jr.

Oregon Department of Transportation
Office of Commission Services
Room #121
Transportation Building
Salem, OR 97310

Gentlemen:

With respect to compliance of DBE/MBE/WBE contract goals for the 17th St.-Edmunston St.(McMinnville) section of the Pacific Highway West, we will be using the following subcontractors:

1. TPT Services, Inc., 250 SW Tualatin Loop Road, West Linn, OR 97068

ITEM NO.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
2.	Temporary Protection & Direction of Traffic	Lump Sum		$11,000.00
3.	Temporary Signs	800 SF	@ 7.90	6,320.00
4.	Temporary Barricades	55 EA	@ 38.00	2,090.00
5.	Temporary Plastic Safety Markers	20 EA	@ 32.00	640.00
7.	Removal of Structures and Obstruct	Lump Sum		10,000.00
9.	Trench Excavation	1,008 CY	@ 9.50	9,576.00
10.	Furnishing and Placing Topsoil	132 CY	@ 25.00	3,300.00
16.	8-Inch Storm Sewer Pipe	170 LF	@ 17.00	2,890.00
17.	12-Inch Storm Sewer Pipe	3,506 LF	@ 17.00	59,602.00
18.	6-Inch Sanitary Sewer Pipe	10 LF	@ 17.00	170.00
19.	Concrete Manholes	5 EA	@ 2000.00	10,000.00
26.	Geotextile Fabric in Stabilization	32,000 SY	@ .55	17,600.00
28.	Reconstructing Manholes	10 EA	@ 1000.00	10,000.00
	Total			$143,188.00

2. Polar Transport Services, Inc., 1521 E. Fifth Street, Mc Minnville, OR 97128

8.	General Excavation - Partial Only	Lump Sum	$30,000.00

3. The Kaspac Corporation dba Kaspac Industries, Inc., PO Box 02178, Portland, OR 97202

30.	Mono-Directional Crystal Type I Markers	980 EA	@	3.00	$ 2,940.00
31.	Bi-Directional Yellow Type I Markers	90 EA	@	3.25	292.25
32.	White Type II Markers	650 EA	@	2.00	1,300.00
	Total				$ 4,532.50

Sincerely,

J. C. COMPTON COMPANY

Susan Y Brown

Susan Y. Brown
Vice President

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 14, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: 17th St.-Edmunston St. (McMinnville) Section
Project No. F-9-2(9)
Pacific Hwy. West
Yamhill County
Contract Award

REFERRED TO
Mann Cuno Henry
Layton Eriksen Gettis
Baker Anderson
King Bedford Lou
Return Discuss Do File Due
By FINAL DESIGN ENGINEER
Forward to T. Litchfield

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on June 6, 1985 with J.C. Compton Company submitting the low bid in the amount of $1,450,938.00. The bid is $236,582.50 or 19.4% over our Engineer's estimate of $1,214,355.50. Four other bids were received in the amounts of $1,488,496.50, $1,491,547.00, $1,495,798.00 and $1,529,245.50.

Our Engineer's have reviewed the contractors bid prices and recommend the low bid be accepted. Enclosed is a copy of Mr. Karnosh's memo of June 6, 1985 which indicates our unit price estimates for general excavation and treated base mixture was to low as well as estimate for mobilization, which when increased would make the low bid only 9.1 percent over our estimate.

I feel it is in the public interest to accept the low bid, since it is not likely that a lower proposal would be received with another advertising for bids.

____
Federal Highway Administration Endorsement

____
Date

Tentative Concurrence
Dale E. Wilken
Division Administrator

CPL:bkb
cc: D. Christensen
K. Karnosh
General Files

1 RDS Don
2 FDS RK
LS
3 CS
FPC
FDS
LPS
GTS

RECEIVED
JUN 19 1985
ROAD DESIGN SECTION

BPC
FDS
CAD
Copy All
Return To
B/U __/__/__

Form 734-3122

10,073

Con 21-10
McMinnville

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Yamhill
3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
4. PROGRAM NO.
5. ITEM NO. 40048
6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 23 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig w/ att to 5/23

7. DATE AUTHORIZATION EFFECTIVE 5-15-85
8. FEDERAL ROUTE NUMBER Primary 9
9. STATE ROUTE NUMBER Primary 1E
10. GENERAL LOCATION:

17th STREET - EDMUNSTON ST. (McMINNVILLE) SECTION

11. GENERAL DESCRIPTION OF WORK

Grading and Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 5-14-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's May 13, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,458,400; Federal Funds $1,285,579.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/22/85
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CCR 31-19
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 17, 1985
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-9-2(7)
17th St. - Edmunston St. (McMinnville)
Pacific Highway West - Design Exception
Yamhill County

We have reviewed Mr. Kuehn's April 18, 1985 letter on the subject project. He proposes an exception to the standards for clear zone back of the curb. The clear zone back of a curb on an Urban Arterial is 3 feet desirable, 1 foot minimum, 3 feet at curb radii for intersections or driveways. Some of the existing utility poles are set 0.5 foot back of the curb. Mr. Kuehn states that to move the poles back of the walk, in some areas, would conflict with the National Electric Code which prohibits placement of power lines in close proximity of building. In areas without confilict, the relocated poles would cause pole alignment to vary.

Due to the fact that there will be a parking lane adjacent to the curb, the conflict with the National Electric Code and the problem with pole alignment, we concur that it is in the public's interest to allow an exception to the back of curb clear zone standard.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAY 21 '85
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

cc Kuehn
Christensen
cy sent 5-23-85

1-373

CON 21-19
McMinnville

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40048

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4-17-85	Primary 9	Primary 1W

10. GENERAL LOCATION:
17th STREET - EDMUNSTON STREET (McMINNVILLE) SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter dated April 10, 1985, I approve the revised Preliminary Engineering costs to a TEC of $81,800; Federal Funds $72,106.

(Increase TEC $9,100; Federal Funds $8,021)

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
4/25

14. DATE 4/22/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hammer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-0
McMinnville

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

DATE: April 18, 1985

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: 17th Street-Edmunstron Street (McMinnville)
Pacific Highway
Yamhill County

The roadside inventory for the subject section is being transmitted to you. The project is proposed for a May 23, 1985 bid opening. The purpose of this project is to reconstruct Baker Street and overlay Adams Street. The A.D.T. is 11,500 and the design speed is 30 M.P.H.

We request exceptions to the minimum standards for clear zone back of curb. Some of the existing utility poles are set 0.5 foot back of the curb. The design criteria is set forth in "A Policy on Geometric Design of Highways and Streets."

The clear zone back of a curb on an Urban Arterial is 3 feet desirable, 1 foot minimum, 3 feet at curb radii for intersections or driveways.

To move the poles back of the walk, in some areas, would conflict with the National Electric Code. The code prohibits placement of power lines in close proximity of buildings.

In areas without conflict with buildings, poles relocated back of the walk would cause pole alignment to vary.

We propose not to relocate teh poles because of the adjacent parking, conflict with the National Electric Code, conflict with the walk, pole alignment and cost.

We solicit your concurrence that it is in the public's interest to allow the clear zone exception back of the curb.

Attachments

RAK:as

cc: E.S. Hunter
W.G. Anhorn
J.L. Gaither
N.L. Henry

Con [illegible]
[illegible]

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION 17th ST - Edmunston ST (McMinnville)	COUNTY	KEY ID # 1143	
HIGHWAY Pacific Highway	Yamhill	REGION 2	
SURVEY AUTHORITY	AUTHORIZATION NO. 4	PREFIX 36-1985	DATE 3-20-85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 53,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 8,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		1,500	935 SOILS		250
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		250
905 FINAL DESIGN		10,000	921 SPECIFICATIONS		3,000 ~~200~~	937 HYDRAULICS		
906 BRIDGE DESIGN			922 ADMIN. SERVICES		100 ~~3,000~~	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION		200 ~~100~~	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.		-0- ~~200~~	950 TRAINING		1,000
910 REGION GEOLOGIST		2,000	925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	926 FOUNDATION			960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX	TOTALS $	$ 81,100
FEDERAL AID PROJECT NUMBER F-9-2(7)	PREVIOUS AUTHORIZATION	$ 72,700
	ADD. AUTH. REQUIRED	$ 8,400

LOCATION ENGINEER'S REMARKS

Additional 901 funds were required to complete a number of alternatives.

BRING UP

PREPARED BY	DATE 3/21/85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, PROJECT MANAGER X	DATE 3/21/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-9 85
RECOMMENDED, LOCATION ENGINEER X	DATE 4-5-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10/20/83, 3/20/84, 12/5/84 & 4/17/85	

734-1914 (4-84)

CORRECTED PART 4

Prefix: 36-1985

SURVEY PROSPECTUS DISTRIBUTION LIST

6	REGION 2	Region Files, Project Manager, Region Location Supervisor, Region Bridge Maintenance Supervisor District Maintenance Supervisor, Region Geologist
1	SURFACING DESIGN	Surface Design Engineer
1	UTILITIES (ROOM 5)	
1	PHOTOGRAMMETRY (ROOM 26)	
3	ROAD DESIGN (ROOM 200)	Final Design Supervisor, Final Project Coordinator, Specifications Engineer
7	LOCATION UNIT (ROOM 200) (INCLUDES ORIGINAL)	Cost & Records Specialist, Location Design Supervisor, Location Liaison Coordinator, Hydraulics Engineer, Landscape Architect, R/W Descriptions Supervisor, Field Location Supervisor
4	PROGRAM MANAGEMENT	
1	BRIDGE	
1	HIGHWAY ACCOUNTING	Pete Gonzalez
1	ENVIRONMENTAL	
2	TRAFFIC	
1	GEOTECHNICAL ENGINEER	
29		

RECEIVED

ROAD DESIGN SECTION

1 L[illegible] Don
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Return To
B/U / /

4/85
ET23 LOCDIS.GE

10,072

Con 21-105
McMinnville

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to the File

DATE: March 11, 1985

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: 17th St.-Edmunston St. (McMinnville)
Pacific Highway West
Yamhill County

The Contract Schedule Committee considered the Region 2 request for additional funds for the subject project and approved increasing the project costs as outlined in the Region request.

The Edmunston St.-Salmon River Highway Section will be delayed or eliminated from the present Six Year Program and considered in the next update after work has been completed on the first section.

GAP:bkb
Attachment
cc: (w/attachment)
✓E.S. Hunter
R.N. Bothman
W.E. Schwartz
D.O. Christensen
R.C. Pool
W.G. Anhorn
W.H. Wakerlig
D.L. Trout
E.L. Hardt

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 12 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CONTRACT SCHEDULE COMMITTEE
March 1985

REGION: 2

REQUEST: Drop the following project from the Six Year Program.

SECTION: Edmunston St. - Salmon River Highway
HIGHWAY: Pacific Highway West
COUNTY: Yamhill
PROGRAM YR: 1986 Construction
FUNDING: FAP
Total Estimated Cost: $ 900,000

REQUEST: Increase the funding of the following project.

SECTION: 17th St. - Edmunston St. (McMinnville)
HIGHWAY: Pacific Highway West
COUNTY: Yamhill
PROGRAM YR: 1985 Construction
FUNDING: FAP
Original Estimated Cost : $ 1,000,000
Additional Funds Requested: $ 700,000
Total Estimated Cost : $ 1,700,000

DISCUSSION: Additional funds for '17th St. - Edmunston St.' were requested at the January CSC Meeting.
At that time is was advised to wait until the field work was completed and the job was in location before making a decision.
Completion of the field work shows a need for additional funds in the amount of $700,000.
Region 2 has proposed to drop 'Edmunston St. - Salmon River Highway', in order to fund '17th St. - Edmunston St.
Consider adding Edmunston St - Salmon River Highway during the Six Year Update.
The City of McMinnville concurs with this proposal.

RECOMMENDATION: Approve the request

IMPACT: Positive

ACTION TAKEN:

[illegible] CON 21-10

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(7) McMinn.

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-7-84

4. PROGRAM NO.

5. ITEM NO. 40048

2A. COUNTY NAME Yamhill

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/5/84

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

17th Street - Edmunston Street (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 12/3/84 I approve the revised Preliminary Engineering costs to a TEC of $72,700; Federal Funds $64,085.

(Increase TEC $26,200; Federal Funds $23,096)

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/7/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,073

CON 31-19

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-9-2(7)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/20/84

8. FEDERAL ROUTE NUMBER
Primary 9

9. STATE ROUTE NUMBER
Primary 1W

10. GENERAL LOCATION:

17th Street - Edmunston Street (McMinnville) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/14/84 I approve the revised Preliminary Engineering costs to a TEC of $46,500 - Federal Funds $40,989.

(Increase TEC $10,500 - Federal Funds $9,255)

(Note: Charges to functional code 980 should be verified as authorization for PS&E has been granted.) 15

Img 3/29

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE
3/20/84

15. SIGNATURE OF APPROVING OFFICIAL
Robert B Holloway

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Con21-10
McMinnville

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
REGION	2

Yamhill County

SECTION: 17th STREET - EDMUNSTON STREET (McMINNVILLE)

1W **SURVEY AUTHORITY**

AUTHORIZATION NO.: 2
PREFIX: 36-1985
DATE: 3-19-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 25,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		250
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		500
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 46,500
PREVIOUS AUTHORIZATION		$ 36,000
ADD. AUTH. REQUIRED		$ 10,500

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: F-9-2(7)

LOCATION ENGINEER'S REMARKS

The amount of field work required for function 901 (Project Manager) far exceeded the original estimated cost. Considerable effort was necessary to locate utilities and retrace some alignment.

1 Versteeg ✓
Anderson
cy Adams
DM cy Macnab
2 Edwards E
Terpin
3 Trout
cy Wakerlig

RECEIVED
APR 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Bring Up

PREPARED BY: Norman S. Davis	DATE: 3-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X	DATE: 3/26/84
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X E S Hunter	DATE: 3-21-84
RECOMMENDED, LOCATION ENGINEER: X	DATE: 3-20-84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE:	

734-1914 (7-82)

CCN 21-19

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-2(7) McMinn.

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-20-83

4. PROGRAM NO.

5. ITEM NO. 40048

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-20-83

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

17th STREET - EDMUNSTON STREET (McMINNVILLE) SECTION regrade - overlay

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including utility preparatory work TEC $36,000; FF $31,734

13. REMARKS

As requested by Mr. Swan's PEA dated October 17, 1983.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10-20-83

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJE. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Yamhill Co

KEY ID#	
SECTION	17th St. - Edmunston St. (McMinnville) Sec. Hwy #1W
REGION	2
AUTHORIZATION NO.	1
PREFIX	36-1935
DATE	9/14/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		250
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		500
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 36,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-9-2(7)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for overlay project. Work will include regrading those sections where crown is excessive or curb exposure is deficient.

1 Versteeg ✓
Anderson
2 Adams
(Cy) Macnab
3 Stoudenmeyer
Turpin
4 Trout
(Cy) Wakeslig
5 Molly

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

Cy to Lyle
Do Not File ☐
Return To
Bring Up / /
Action

ON Prelim 6 yr HIP

PREPARED BY Don Thurston	DATE 9/15/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/24/83
RECOMMENDED, REGION ENGINEER X by Phillip O.	DATE 9-20-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-20-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1143

SECTION 17th St. - Edmunston St. (McMinnville) Sec.			REGION 2
STATE HIGHWAY # 1W	HIGHWAY NAME Pacific Highway West	MILE POST FROM 37.08 TO 38.2	LENGTH 1.12 mi
☒ URBAN ☐ RURAL	CITY McMinnville	COUNTY Yamhill	ROAD/STREET NAME Adams & Baker Sts
ROUTE # 99W	FEDERAL AID # FAP 9	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 36 ~~30~~
RIGHT OF WAY		$
ROADWAY	$ 680.1	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 33.7	
	$	
40% ENGINEERING & CONTINGENCIES	$ 285.5	
TOTAL CONSTRUCTION		$ 999.3
TOTAL ESTIMATE		$ 1035.3 ~~1029.3~~

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	4
WORK TYPE	(1-12)	4

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

XX CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	11,500 ea. street	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Adams Street is in need of an overlay to preserve the structure. Baker Street also is in need of an overlay but in addition previous work has created excessive crown and reduced the curb exposure to 3 to 4 inches.

This highway section has a regional classificatio

PROPOSED SOLUTION

Overlay Adams throughout. Overlay Baker where existing crown and curb exposure will permit. Where the existing cross-section shows excessive crown or deficient curb exposure, the plan is to re-grade the street to lower the street grade to the original cross-section.

REQUESTED, REGION ENGINEER x by Phillip O.	DATE 9-20-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 · PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION 17th St. - Edmunston St. (McMinnville) Sec.

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	~~N~~ S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES

City of McMinnville (water, elec, & sewer)
Northwest Natural Gas Co.
General Telephone of the NW
Liberty Cable TV

DESIGN SPEED 30

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shldr.	5' nom.	A/C	Var	Var 8-10'	—	—	12'	— x same	12'	—	—	Var. 8-10'	Var	A/C	5' Nom.	on shldr.

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	4"	Treated base	12"	
Class "C" AC		leveling			

STRUCTURE DATA

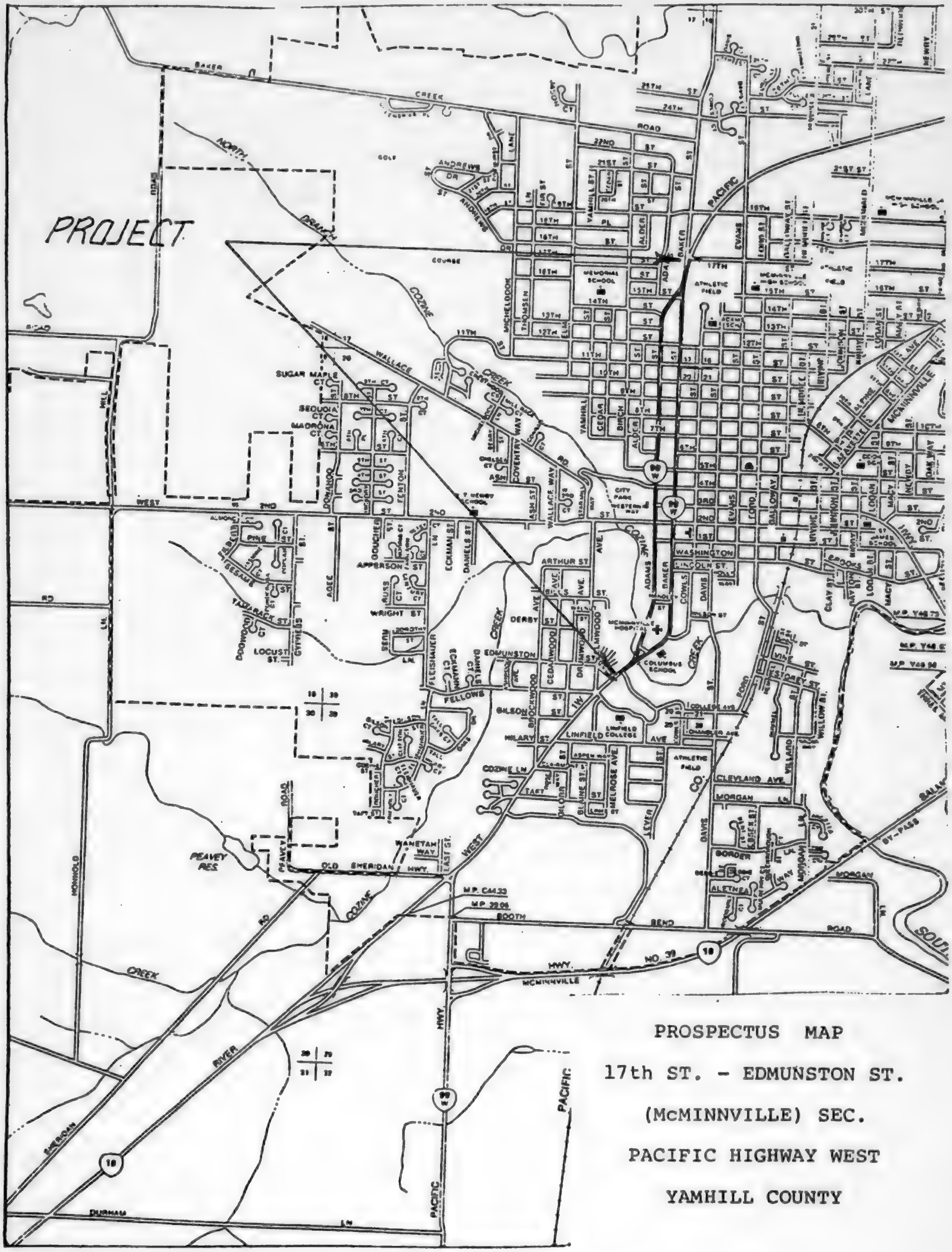
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROJECT
BAKER CREEK ROAD
NORTH BRANCH
GOLF COURSE
COZINE CREEK
WALLACE RD
WEST 2ND
PACIFIC
MEMORIAL SCHOOL
ATHLETIC FIELD
CITY PARK
WASHINGTON
ARTHUR ST
EDMUNSTON
McMINNVILLE HOSPITAL
COLUMBUS SCHOOL
LINFIELD COLLEGE
LINFIELD AVE
HILARY ST
COZINE LN
FELLOWS
CLEVELAND AVE
MORGAN
BORDER
ALETHEA
PEAVEY RES.
PEAVEY ROAD
OLD SHERIDAN HWY.
WANETAH WAY
M.P. C44.33
M.P. 39.06
BOOTH BEND ROAD
HWY. NO. 39
McMINNVILLE
SHERIDAN
RIVER
DURHAM LN
PACIFIC HWY.
HOWALD
HILL
SOUTH

PROSPECTUS MAP

17th ST. - EDMUNSTON ST.

(McMINNVILLE) SEC.

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

1985 Beaver Cr. Rd.-Bellfountain 10,074
Rd. Sec, Decker Rd. S. Philomath
(paving)

C+A8210 01- 10- 85

~~8-10-85~~

9-10-85

10,074

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145324
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5660	DATE 5/13/87	VENDOR NUMBER 0000610025-00

Benton County Courthouse
Corvallis OR 97330

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C10074-011	L03	8016			844010	10	$98.53

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final Settlement of RS-A508 (2 & 3), Peterson Rd. Bell Fountain Rd., Benton County Agreement #8310.

Total Project Cost	$212,716.13
Less Federal Participating	<187,326.46>
Less State share of Project cost	<12,591.14>
Less Countys share of Advance Deposit	<12,700.00>

AMOUNT DUE: $98.53

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL PRICE

TOTAL AMOUNT DUE $98.53

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Schultz 378-6514 Diane Galida (INVOICE PREPARER) PH. 378-6232

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

MAY 14 1987

Refer To ____________________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

10,074

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 28, 1987

COUNTY: Benton AGREEMENT NO: 8310 PROJECT NO: RS-A508(2,3)

CONTRACT NO: 10074 SECTION: Peterson Rd.-Bell Fountain Rd.

PRELIMINARY ENGINEERING PREFIX C502-1976:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 296.63	$
Work by Benton County	2,344.54	
Final Design	445.80	
Audit Expense	67.15	
Blue Print	28.00	
Location	5.02	
Program Section	57.97	
Specifications	578.75	
Administrative Services	12.39	
Environmental Section	75.40	
Surface Design Engineer	118.06	
Total P.E. Cost	$ 4,029.71	$ -0-

CONSTRUCTION PREFIX C502-1015 & C10074:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 193,000.03	$
Interest on Final Payment		207.38
Project Manager	13,205.98	
Work by Benton County	530.42	
Specifications	339.60	
Material Testing	1,403.01	
Total Construction Cost	$ 208,479.04	$ 207.38

SUMMARY

Participating P.E. Cost	$ 4,029.71
Participating Const. Cost	208,479.04
Total Participating County Cost	$ 212,508.75

FEDERAL FUNDS

P.E. (88.15%)	$ 3,552.19	
Const. (88.15%)	183,774.27	(187,326.46)
Subtotal		$ 25,182.29
Less State Share 1/2 Balance		(12,591.14)
Plus Non Participating County Cost		207.38
Less County's Share Advance Deposits AD #85-73 & 85-63		(12,700.00)
Balance Due from County		$ 98.53

MKS:bkb

```
                                        JOB COST SUMMARY
                              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED

                                                    CREW      MSA         CURRENT                 BALANCE TO
BIEN     EA       SUBJOB   ACTIVITY   OBJ-DETAIL   NUMBER    FIELD         MONTH                     DATE
       C10074      000                   134        7500                                .00          18.13
       C10074      000                   134        7500                                .00          18.13

       C10074      000                   134                                            .00          18.13

       C10074      000                   136        0500                                .00           6.36
       C10074      000                   136        0500                                .00           6.36

       C10074      000                   136                                            .00           6.36

       C10074      000                   504        7000                                .00          11.25
       C10074      000                   504        7000                                .00          11.25

       C10074      000                   504                                            .00          11.25

       C10074      000                   550        2042                                .00          18.40
       C10074      000                   550        2042                                .00          18.40

       C10074      000                   550                                            .00          18.40

       C10074      000                   555        0521                                .00          12.92
       C10074      000                   555        0521                                .00          12.92

       C10074      000                   555                                            .00          12.92

       C10074      000                                                                  .00          67.06

       C10074      000       010         001        0813                                .00          77.88
       C10074      000       010         001        0813                                .00          77.88

       C10074      000       010         001        0821                                .00         192.60
       C10074      000       010         001        0821                                .00         192.60

       C10074      000       010         001                                            .00         270.48

       C10074      000       010                                                        .00         270.48

       C10074      000       050         001        0500                                .00            .00
       C10074      000       050         001        0500                                .00            .00

       C10074      000       050         001                                            .00            .00

       C10074      000       050                                                        .00            .00

       C10074      000       900         001        2042                                .00         668.79
       C10074      000       900         001        2042                                .00         668.79

       C10074      000       900         001        7500                                .00         233.09-
       C10074      000       900         001        7500                                .00         233.09-
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5-14-87

10,074

ok

ok

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                                   JOB COST SUMMARY
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED

                                                   CREW     MSA          CURRENT          BALANCE TO
BIEN    EA       SUBJOB   ACTIVITY   OBJ-DETAIL   NUMBER   FIELD          MONTH              DATE
        C10074    000       900        001
                                                                             .00            435.70

        C10074    000       900        470        8016                       .00              3.48
        C10074    000       900        470        8016                       .00              3.48

        C10074    000       900        470
                                                                             .00              3.48

        C10074    000       900        548        8016                       .00            215.60
        C10074    000       900        548        8016                       .00            215.60

        C10074    000       900        548
                                                                             .00            215.60

        C10074    000       900        550        2042                       .00             76.60
        C10074    000       900        550        2042                       .00             76.60

        C10074    000       900        550        8016                       .00            334.00
        C10074    000       900        550        8016                       .00            334.00

        C10074    000       900        550
                                                                             .00            410.60

        C10074    000       900        551        2042                       .00            703.00
        C10074    000       900        551        2042                       .00            703.00

        C10074    000       900        551
                                                                             .00            703.00

        C10074    000       900
                                                                             .00          1,768.38

        C10074    000       901        001        2060                       .00             38.94
        C10074    000       901        001        2060                       .00             38.94

        C10074    000       901        001
                                                                             .00             38.94

        C10074    000       901        341        2060                       .00            530.42
        C10074    000       901        341        2060                       .00            530.42

        C10074    000       901        341
                                                                             .00            530.42

        C10074    000       901        504        7363                       .00              4.90
        C10074    000       901        504        7363                       .00              4.90

        C10074    000       901        504
                                                                             .00              4.90

        C10074    000       901
                                                                             .00            574.26

        C10074    000       921        136        0500                       .00            339.60
        C10074    000       921        136        0500                       .00            339.60

        C10074    000       921        136
                                                                             .00            339.60
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Eulcon

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                                  JOB COST SUMMARY
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED

                                               CREW      MSA        CURRENT                 BALANCE TO
BIEN     EA      SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER    FIELD      MONTH                    DATE
       C10074     000      921                                                   .00          339.60

       C10074     000      923       134       7500                              .00             .00
       C10074     000      923       134       7500                              .00             .00

       C10074     000      923       134                                         .00             .00

       C10074     000      923                                                   .00             .00

       C10074     000      940       001       8214                              .00           95.09
       C10074     000      940       001       8214                              .00           95.09

       C10074     000      940       001       8221                              .00           20.49
       C10074     000      940       001       8221                              .00           20.49

       C10074     000      940       001       8240                              .00           64.43
       C10074     000      940       001       8240                              .00           64.43

       C10074     000      940       001                                         .00          180.01

       C10074     000      940       551       2042                              .00          121.00
       C10074     000      940       551       2042                              .00          121.00

       C10074     000      940       551       8016                              .00        1,102.00
       C10074     000      940       551       8016                              .00        1,102.00

       C10074     000      940       551                                         .00        1,223.00

       C10074     000      940                                                   .00        1,403.01

       C10074     000      949       548       0966                              .00             .00
       C10074     000      949       548       0966                              .00             .00

       C10074     000      949       548                                         .00             .00   -32

       C10074     000      949                                                   .00             .00

       C10074     000      990       001       0521                              .00           10.09
       C10074     000      990       001       0521                              .00           10.09

       C10074     000      990       001                                         .00           10.09

       C10074     000      990                                                   .00           10.09

       C10074     000                                                            .00        4,432.88

       C10074     010                349       2010                              .00          207.38
       C10074     010                349       2010                              .00          207.38
```

3/14/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C10074	010		349			.00	207.38
	C10074	010					.00	207.38
	C10074	010					.00	207.38
	C10074	011		199	2010		.00	.11
	C10074	011		199	2010		.00	.11
	C10074	011		199			.00	.11
	C10074	011		300	2010		.00	193,000.03
	C10074	011		300	2010		.00	193,000.03
	C10074	011		300			.00	193,000.03
	C10074	011					.00	193,000.14
	C10074	011	900	001	8016		.00	7,072.18
	C10074	011	900	001	8016		.00	7,072.18
	C10074	011	900	001			.00	7,072.18
	C10074	011	900	030	8016		.00	2,996.21
	C10074	011	900	030	8016		.00	2,996.21
	C10074	011	900	030			.00	2,996.21
	C10074	011	900	138	8016		.00	6.68
	C10074	011	900	138	8016		.00	6.68
	C10074	011	900	138			.00	6.68
	C10074	011	900				.00	10,075.07
	C10074	011	949	001	0200		.00	265.45-
	C10074	011	949	001	0200		.00	265.45-
	C10074	011	949	001			.00	265.45-
	C10074	011	949				.00	265.45-
	C10074	011					.00	202,809.76
	C10074						.00	207,450.02

out

[illegible]

ORIGINAL 1-30-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** RS-A508(3)
PROGRAM APPROVED	**VOUCHER PERIOD** **From:** 6/05/85 **To:** 4/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075					
208,686.42	208,479.04	.8815	183,774.27	183,774.27	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 1/30/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BEAVER CREEK ROAD - BELLFOUNTAIN ROAD SECTION COUNTY ROAD IN BENTON COUNTY					
	Construction Type Code 1000 Roadway O'Lay (Sta. 245+90.93 to Sta. 375+38.13)					
	Final Contract Payment Summary	Lump Sum			$193,000.03	
	Construction Engineering					
	Work by Benton County	All Required			$ 530.42	
	State	All Required			14,948.59	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 15,479.01**	
	TOTAL PARTICIPATING PROJECT COST				**$208,479.04**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 207.38	
	TOTAL PROJECT COST				**$208,686.42**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 1/29/87.					
	AMOUNT CARRIED FORWARD					

ORIGINAL

1-30-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-A508(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 6/05/85 To: 4/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075					
208,686.42	208,479.04	.8815	183,774.27	183,774.27	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 1/30/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                  FISCAL          GRAND TOTAL    ACTIVE YRS
   DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE        TO DATE      BEG   END
                                502  1002    206    00                                               24.20    82    82
                                502  1002    296    0                                           63,143.86CR    81    84
                                502  1002    297    00                                              133.60    84    84
                                502  1002    298    00 N 9                                        63,010.26    81    84
                                502  1002    900    00 P 1                                         5,736.91    81    83
                                502  1002    900    00 N 1                                           109.40    82    82
                                502  1002    920    00 P 1                                            55.59    81    82
                                502  1002    940    00 P 1                                           232.53    82    84
                                502  1002    944    00 P 1                                           227.85    81    83
                                502  1002    945    00 P 1                                           162.93    81    83
                                502  1002    948    00 P 1                                            55.80    83    83
                                             TOT       P1                                         63 010.26
                                             TOT       N1                                            133.60
                                          ** JOB TOTALS **                    **              **  63,143.86 **

                                                                                                              STATE
 ?TC XING-WEST HILLS RD      CONT NO      FA PROJ NOS RRS A512001 100
                                502  1013    296    00 N 9        53.75CR          53.75CR          53.75CR    85    85
                                502  1013    298    00 N 9        53.75            53.75            53.75      85    85
                                502  1013    900    03 P 1       145.65           145.65           145.65      85    85
                                502  1013    920    00 P 1          .27CR          59.45            59.45      85    85
                                             TOT       P1        145.38           205.10           205.10
                                          ** JOB TOTALS **       145.38 **        205.10 **        205.10 **

                                                                                                              STATE
 BEAVER CR RD-B'TAIN RD      CONT NO      FA PROJ NOS RS  A508003 100
                                502  1015    900    00 P 1       927.95           927.95           927.95      35    35
                                502  1015    949    00 P 1       265.45           265.45           265.45      25    85
                                             TOT       P1      1,193.40         1,193.40         1,193.40
                                          ** JOB TOTALS **     1,193.40 **      1,193.40 **      1,193.40 **

                                                                                                              STATE
 SPT: XNG@BARLOW RD SEC      CONT NO      FA PROJ NOS RRS A595001 100
                                503  1024    296    00 N 9        79.72CR         178.73CR         289.67CR    82    35
                                503  1024    298    00 N 9        79.72           178.73           289.67      82    35
                                503  1024    900    00 P 1        29.05           143.44           318.49      82    85
                                503  1024    920    00 P 1                                          32.41      81    82
                                             TOT       P1         29.05           143.44           350.90
                                          ** JOB TOTALS **        29.05 **        143.44 **        350.90 **

                                                                                               RS  A619002    STATE  53
 ?OECKMAN CREEK BRIDGE       CONT NO 9591 FA PROJ NOS RS  A619002  41
                                503  1043    201    00 P 1       322.08       141,214.01       414,365.97      83    85
                                503  1043    201    00 N 1     1,147.04       108,827.12       108,827.12      84    85
                                503  1043    201    00 N 8                      1,485.00         1,485.00      84    84
                                503  1043    201    00 N 9        36.00CR       1,448.32       473,434.30      83    85
                                503  1043    203    00 P 1                      9,450.00CR       9,450.00CR    84    84
                                503  1043    203    00 N 1                      9,450.00         9,450.00      85    85
                                503  1043    204    00 P 1                                            .01CR    83    85
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REPORT NO: FMBL003-1                                  OREGON DEPARTMENT OF TRANSPORTATION                              PAGE 278
SEQ: FEDERAL APPROPRIATION, FEDERAL                      FINANCIAL MANAGEMENT SYSTEM                            RUN 04/15/87 22:43
     PROJECT, AGREEMENT, EA-SUBJOB                     OREGON STATE HIGHWAY DIVISION
                                                          FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 075

 AGREEMENT          TOTAL COSTS       AMOUNT       --PARTICIPATION--       AGREEMENT        FEDERAL    -ADJUSTMENT-          VOUCHER
  EA/SUBJOB           TO DATE      PREV CLAIMED     AMOUNT    PERCENT        AMOUNT          SHARE     AMOUNT   CODE          AMOUNT
FEDERAL PROJECT: RS  -A508-002
******************************

 F02860
   C5021976-000          264.09          41.88        264.09
   C5021976-011        3,765.62       3,510.31      3,765.62

 AGREEMENT TOTALS      4,029.71       3,552.19      4,029.71  88.15       3,552.19       3,552.19        .00                .00

FED PROJ TOTALS        4,029.71       3,552.19      4,029.71              3,552.19       3,552.19        .00                .00

  ERAL PROJECT: RS  -A508-003
******************************

 F03642
   C10074  -000        4,432.88         667.51      7,994.90
   C10074  -010          207.38            .00           .00
   C10074  -011      202,809.76     180,765.61    199,247.74
   C5021015-011        1,236.40       2,341.15      1,236.40

 AGREEMENT TOTALS    208,686.42     183,774.27    208,479.04  88.15     183,774.27     183,774.27        .00                .00

FED PROJ TOTALS      208,686.42     183,774.27    208,479.04            183,774.27     183,774.27        .00                .00

FEDERAL PROJECT: RS  -A512-002
******************************

 F02861
   C5021979-000       20,483.50      21,433.84     20,483.50
   C5021979-011       16,174.98      10,5[illegible].58     16,174.98

 AGREEMENT TOTALS     36,658.48      32,018.42     36,658.48  88.15      49,479.00      32,314.45        .00             296.03

  D PROJ TOTALS       36,658.48      32,018.42     36,658.48             49,479.00      32,314.45        .00             296.03

FEDERAL PROJECT: RS  -A515-001
******************************

 F03058
   C09251  -010           31.76            .00           .00
   C09251  -011      206,140.27     181,712.65    206,140.27

 AGREEMENT TOTALS    206,172.03     181,712.65    206,140.27  88.15     181,712.65     181,712.65        .00                .00

FED PROJ TOTALS      206,172.03     181,712.65    206,140.27            181,712.65     181,712.65        .00                .00

FEDERAL PROJECT: RS  -A525-003
******************************

 F03004
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FEDERAL APPROPRIATION: 075

 AGREEMENT          TOTAL COSTS        AMOUNT      --PARTICIPATION--       AGREEMENT        FEDERAL   -ADJUSTMENT-          VOUCHER
  EA/SUBJOB           TO DATE      PREV CLAIMED     AMOUNT    PERCENT        AMOUNT          SHARE    AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: RS  -A508-002
*******************************

 F02860
   C5021976-000         264.09          41.88        264.09
   C5021976-011       3,765.62       3,510.31      3,765.62

 AGREEMENT TOTALS     4,029.71       3,552.19      4,029.71   88.15      3,552.19        3,552.19     .00                   .00

FED PROJ TOTALS       4,029.71       3,552.19      4,029.71              3,552.19        3,552.19     .00                   .00

FEDERAL PROJECT: RS  -A508-003
*******************************

 F03642
   C10074  -000       4,480.12         668.51      8,042.14
   C10074  -010         207.38            .00           .00
   C10074  -011     203,075.21     181,036.74    199,513.19
   C5021015-011       1,236.40       2,344.66      1,236.40

 AGREEMENT TOTALS   208,999.11     184,049.91    208,791.73   88.15    184,049.91      184,049.91     .00                   .00

FED PROJ TOTALS     208,999.11     184,049.91    208,791.73            184,049.91      184,049.91     .00                   .00

FEDERAL PROJECT: RS  -A512-002
*******************************

 F02861
   C5021979-000      16,324.23      12,233.06     16,324.23
   C5021979-011         996.75       3,035.38        996.75

 AGREEMENT TOTALS    17,320.98      15,268.44     17,320.98   88.15     49,479.00       15,268.44     .00                   .00

FED PROJ TOTALS      17,320.98      15,268.44     17,320.98             49,479.00       15,268.44     .00                   .00

FEDERAL PROJECT: RS  -A515-001
*******************************

 F03058
   C09251  -010          31.76            .00           .00
   C09251  -011     206,140.27     181,712.65    206,140.27

 AGREEMENT TOTALS   206,172.03     181,712.65    206,140.27   88.15    181,712.65      181,712.65     .00                   .00

FED PROJ TOTALS     206,172.03     181,712.65    206,140.27            181,712.65      181,712.65     .00                   .00

FEDERAL PROJECT: RS  -A525-003
*******************************

 F03004
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                                                                          FISCAL          GRAND TOTAL     ACTIVE YRS
  DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE    TO DATE         BEG   END
                          502  1002     206    00 N 1                                          24.20      82    82
                          502  1002     296    00 N 9                                      63,143.86CR    81    84
                          502  1002     297    00 N 9                                         133.60      84    84
                          502  1002     298    00 N 9                                      63,010.26      81    84
                          502  1002     900    00 P 1                                       5,736.91      81    83
                          502  1002     900    00 N 1                                         109.40      82    82
                          502  1002     920    00 P 1                                          55.59      81    82
                          502  1002     940    00 P 1                                         232.53      82    84
                          502  1002     944    00 P 1                                         227.35      81    83
                          502  1002     945    00 P 1                                         162.43      81    83
                          502  1002     948    00 P 1                                          55.80      83    83
                                        TOT       P1                                       63,010.26
                                        TOT       N1                                          133.60
                                     ** JOB TOTALS **                  **              **  63,143.86  **

 SPTC XING-WEST HILLS RD   CONT NO     FA PROJ NOS RRS A512001 100                                    STATE
                          502  1013     296    00 N 9         53.75CR         53.75CR         53.75CR   85    85
                          502  1013     298    00 N 9         53.75           53.75           53.75     85    85
                          502  1013     900    00 P 1        145.65          145.65          145.65     85    85
                          502  1013     920    00 P 1           .27CR         59.45           59.45     85    85
                                        TOT       P1         145.38          205.10          205.10
                                     ** JOB TOTALS **        145.38  **      205.10  **      205.10  **

 BEAVER CR RD-B'TAIN RD   CONT NO     FA PROJ NOS RS  A508003 100                                     STATE
                          502  1015     900    00 P 1        927.95          927.95          927.95     85    85
                          502  1015     949    00 P 1        265.45          265.45          265.45     85    85
                                        TOT       P1       1,193.40        1,193.40        1,193.40
                                     ** JOB TOTALS **      1,193.40  **    1,193.40  **    1,193.40  **

 SPTC XNG@BARLOW RD SEC    CONT NO     FA PROJ NOS RRS A595001 100                                    STATE
                          503  1024     296    00 N 9         79.72CR        178.73CR        289.67CR   82    85
                          503  1024     298    00 N 9         79.72          178.73          289.67     82    85
                          503  1024     900    00 P 1         29.05          143.44          318.49     82    85
                          503  1024     920    00 P 1                                         32.41     81    82
                                        TOT       P1          29.05          143.44          350.90
                                     ** JOB TOTALS **         29.05  **      143.44  **      350.90  **

 BOECKMAN CREEK BRIDGE     CONT NO 9591  FA PROJ NOS RS  A619002  41                 RS  A619002     STATE  59
                          503  1043     201    00 P 1        322.08       141,214.01      414,365.97    83    85
                          503  1043     201    00 N 1      1,147.04       108,827.12      108,827.12    84    85
                          503  1043     201    00 N 8                       1,485.00        1,485.00    84    84
                          503  1043     201    00 N 9         36.00CR       1,448.[illegible]      473,434.30    83    85
                          503  1043     203    00 P 1                       9,450.00CR      9,450.00CR  84    84
                          503  1043     203    00 N 1                       9,450.00        9,450.00    85    85
                          503  1043     204    00 P 1                                           .01CR   83    85
```

16,174

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-2[illegible]

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. RS-A508(2)

VOUCHER PERIOD From: 12/11/84 To: 6/04/85

FINANCIAL DATA

075

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
4,029.71	4,029.71	.8815	3,552.19	3,552.19	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer*

11/20/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATION (*Payee must not use this column*)
	PETERSON RD. - BELLFOUNTAIN RD. (DECKER RD.) SECTION COUNTY ROAD BENTON COUNTY					
	Preliminary Engineering Type Code P.E.					
	Work by Benton County	All Required			$2,344.54	
	State	All Required			1,618.02	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$3,962.56**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 67.15	✓
	TOTAL PROJECT COST				**$4,029.71**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/86

02 HIGHWAY DIVISION

C5021976- PETERSON RD-BELL'FTN RD EA TYPE : 03 CONSTRUCTION OF A NEW ROUTE
EA STATUS: 02 PROJECT IN LOCATION/PRELIMINARY ENG RESP UNIT: 7144 LOCATION PROGRAM TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985					
EXPENDITURES			1,324.45		
EXPENDITURES BY ACTIVITY					
ACT: 050 AUDIT SERVICES		67.15	67.15		
ACT: 391 SHOPS - OTHER WORK - NON VEHICLE WO			2,129.59		
ACT: 900 PROJECT ENGINEERING - FIELD OFFICES			233.09		
ACT: 901 PROJECT ENGR.-CONSULTANT APPL.					
ACT: 905 FINAL DESIGN FOR PROJECTS			3.00		
ACT: 990 PROJECT ENGR-OTHER		20.48	29.48		
TOTAL EXPENDITURES BY ACTIVITY		87.63	2,462.31		
NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL					
UNIT TITLE OBJ DESC					
2060 FEDERAL AID-REGION 341 COOPERATIVE PAYME			76.04 ✓		
7000 ROAD DESIGN SECTIO 504 ODOT - BLUEPRINT			28.00 ✓		
TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL			104.04		
TOTAL EXPENDITURES		87.63	3,890.80	+ 138.91	
REVENUES					
PRIOR TO JULY 1, 1985					
REVENUES			1,167.50		
843000 FEDERAL REVENUES AS OTHER FUNDS					
41 FEDERAL AID - RURAL SECONDARY		222.68	2,366.64		
TOTAL REVENUES		222.68	3,534.14		

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	502	1963	905	00	P 1			[illegible] 67	
	502	1963	920	00	P 1			131.85	
	502	1963	921	00	P 1			568.76	
	502	1963	922	00	P 1			10.12	
			TOT		P1			1,602.12	
			** JOB TOTALS **			**	**	1,602.12 **	
SPTC @ WEST HILLS RD	CONT NO		FA PROJ NOS RPS A512001 100						STATE
	502	1970	294	00	N 1	59.60CR	59.60CR	59.60CR	
	502	1970	296	00	N 9		165.23CR	244.12CR	
	502	1970	296	00	N 9		165.23	244.12	
	502	1970	901	00	P 1		.90	.90	
	502	1970	905	00	P 1			87.60	
	502	1970	913	00	P 1	.11CR	25.71	25.71	
	502	1970	915	00	P 1	.20CR	47.38	47.38	
	502	1970	920	00	P 1	.26CR	57.56	57.56	
	502	1970	932	00	P 1	.25CR	55.27	55.27	
	502	1970	984	00	P 1	596.03	596.03	596.03	
			TOT		P1	595.21	778.85	866.45	
			TOT		N1	59.60CR	59.60CR	59.60CR	
			** JOB TOTALS **			535.61 **	715.25 **	206.35 **	
PETERSON RD-BELL'FTN RD	CONT NO		* FA PROJ NOS RS A508002 100						STATE
	~~502~~	~~1976~~	~~296~~	~~00~~	~~N 9~~	~~253.05CR~~	~~425.56CR~~	~~425.56CR~~	
	~~502~~	~~1976~~	~~298~~	~~00~~	~~N 9~~	~~253.05~~	~~425.56~~	~~425.56~~	
	502	1976	901	00	P 1		34.06	34.06	267.15 ✓
	502	1976	905	00	P 1	204.96	442.80	442.80	445.80
	502	1976	918	00	P 1		5.02	5.02	67.15
	502	1976	920	00	P 1	57.97	57.97	57.97	
	502	1976	921	00	P 1	578.75	578.75	578.75	
	502	1976	922	00	P 1		12.39	12.39 ✓	
	502	1976	923	00	P 1		75.40	75.40 ✓	
	502	1976	933	00	P 1		118.06	118.06	
			TOT		P1	841.68	1,324.45	1,324.45	
			** JOB TOTALS **			841.68 **	1,324.45 **	1,324.45 **	
WEST HILL RD-COR/NEPRT RD	CONT NO		* FA PROJ NOS RS A512002 100						STATE
	502	1979	296	00	N 9	116.60CR	158.00CR	158.00CR	
	502	1979	298	00	N 9	116.60	158.00	158.00	
	502	1979	901	00	P 1	115.19	155.69	155.69	
	502	1979	918	00	P 1		6.46	6.46	
	502	1979	923	00	P 1	702.32	834.60	834.60	
			TOT		P1	817.51	996.75	996.75	
			** JOB TOTALS **			817.51 **	996.75 **	996.75 **	
BULL RUN BRIDGE	CONT NO		FA PROJ NOS BRS A644001 100						STATE
	503	1901	296	00	N 9		7,758.18CR	27,758.18CR	

12/09/86

JOB COST SUMMARY
E SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C5021976	000		504	7000	
C5021976	000		504	7000	
C5021976	000		504		
C5021976	000				
C5021976	000	900	001	7500	
C5021976	000	900	001	7500	
C5021976	000	900	001		
C5021976	000	900			
C5021976	000	905	130	7300	
C5021976	000	905	130	7300	
C5021976	000	905	130		
C5021976	000	905			
C5021976	000				
C5021976	011		341	2060	
C5021976	011		341	2060	
C5021976	011		341		
C5021976	011				
C5021976	011	050	001	0500	
C5021976	011	050	001	0500	
C5021976	011	050	001		
C5021976	011	050			
C5021976	011	391	341	2060	
C5021976	011	391	341	2060	
C5021976	011	391	341		
C5021976	011	391			
C5021976	011	901	341	2060	
C5021976	011	901	341	2060	
C5021976	011	901	341		

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
	7000		.00	28.00	
	7000		.00	28.00	
			.00	28.00	Blue Print Spec
			.00	28.00	
	7500		.00	233.09	
	7500		.00	233.09	
			.00	233.09	
			.00	233.09	Project man
	7300		.00	3.00	
	7300		.00	3.00	
			.00	3.00	
			.00	3.00	Final DESIGN
			.00	264.09	
	2060		.00	76.04	
	2060		.00	76.04	
			.00	76.04	
			.00	76.04	Local Govern
	0500		67.15	67.15	
	0500		67.15	67.15	
			67.15	67.15	
			67.15	67.15	Adit
	2060		.00	2,129.59	
	2060		.00	2,129.59	
			.00	2,129.59	
			.00	2,129.59	Local Govern
	2060		.00	.00	
	2060		.00	.00	
			.00	.00	

```
12/09/86                                                        JOB COST SUMMARY
                                                   E SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
                                                           PAYROLL CHARGES ARE LOADED

                                                                   CREW        MSA
                    EA       SUBJOB    ACTIVITY    OBJ-DETAIL     NUMBER      FIELD

                 C5021976     011        901

                 C5021976     011        990          001          0521
                 C5021976     011        990          001          0521

                 C5021976     011        990          001

                 C5021976     011        990

                 C5021976     011

                 C5021976
```

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
			.00	.00	
	0521		20.48	29.48	→ other Project Engineer
	0521		20.48	29.48	
			20.48	29.48	
			20.48	29.48	/
			87.63	2,302.26	
			87.63	2,566.35	
			442.22	10,491.23	

6% match not paid by State

To County CR 138.91

10,074 Shutty

OREGON STATE HIGHWAY DIVISION
SALEM, OR JULY 15, 1986

FEDERAL AID PROJECT NO. RS-508(2)

PETERSON RD.-BELLFOUNTAIN RD. (DECKER RD.) SECTION
COUNTY ROAD
BENTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$6,210.00
	TOTAL	$6,210.00

Length of Project ----------------- 2.36 miles

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO-RATE	TEC	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
P.E.	075	88.15	$6,210.00	$5,474.00	$368.00	$368.00

Subjob 010: 0%; Subjob 011: 100%
Prefix No. C502-1976

DDB:pf

ic cc: OSHD (Rulien) 10074 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Benton	DIVISION Oregon
DATE OF REPORT April 8, 1986	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A508(3)
COMPLETION DATE (Actual) Sept. 13, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY March 4, 1986	TIME ELAPSED 100 %	CONTRACT TIME 15 CD

LOCATION Beaver Creek Road-Bellfountain Road Section of Decker Road approximately 6 miles south of Philomath

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of asphalt concrete pavement overlay.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Morse Bros.

3. Contract Amount: $193,000.03

4. CERTIFICATION: I certify that the above listed project was completed as programmed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
APR 25 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D.R | Spec | Act | File

Cy
5/1

NOTED
W. E. SCHWARTZ
[illegible]
APR 24 1986
State P[illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original signed by C. T. CHRISTIANSON	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

2

March 28, 1986

CON 5
#10,074

Safeco Insurance Company of America
4101 S.E. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,074 awarded to Morse Bros., Inc. for work on the Beaver Creek Road-Bellfountain Road Section of Decker Road in Benton County was completed on November 26, 1985, and accepted by the State Highway Division on March 6, 1986.

Final payment in the amount of $5,128.32 will be released to the contractor after April 2. The total contract amount is $193,000.03 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,074

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10074

TO: Robert Gormsen
Manager, Commission Services

DATE: March 6, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10074, On Site Work Substantially Completed September 13, 1985

All Work Completed November 26, 1985

Project Beaver Cr. Rd.-Bellfountain Rd.

Highway Decker Road

County Benton

Type of Work Paving

Contractor Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-28-86 - Surety letter sent.

Noted

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,614 N

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Beaver Creek Road-Bellfountain Road	WEEK ENDING Oct. 12, 1985
		SECTION PREFIX C10074
	HIGHWAY Decker Road (FAS-A508)	COUNTY Benton
NAME OF JOB Beaver Creek Road-Bellfountain Road	KIND OF WORK Paving	
CONTRACTOR Morse Bros Inc.	CONTRACT NUMBER 10,074	FEDERAL AID PROJECT NUMBER RS-A508(3)
DATE OF CONTRACT July 3, 1985	DATE WORK STARTED August 30 , 1985	ESTIMATED COMPLETION DATE September 13, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 15	CALENDAR DAYS USED 15
PROJECT AUTHORIZATION: $ 212,361.62	SPECIFIED COMPLETION DATE Sept 30, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 195,522.37	ENGINEERING AUTHORIZATION $ 16,839.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 195,500	ENGINEERING COST TO DATE $ 12,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . . 71 %	DATE PROJECT WAS COMPLETED: Sept. 13,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.49			2.49
MILES PARTIALLY COMPLETED					
MILES COMPLETED		2.49			2.49
TOTAL ESTIMATED QUANTITIES (CONTRACT)		700			6,000
TOTAL QUANTITIES CORRECTED TO DATE		1693			6,092
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1693			6,092
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

STATUS: Project completed
Third notice issued October 7th.
Semi-final estimate sent to Region Office on Friday
Project completed
Final Report

Visitors to project:

Next Week:

Alva D. Vohland

SIGNED Alva D Vohland, Project Manager LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

10,614

September 10, 1985

AGR

Benton County Board of Commissioners
Courthouse
Corvallis, OR 97330

MISC. CONTRACTS and
AGREEMENTS No. 831[illegible]

Attention: Daniel G. Burk
County Clerk

Attached for your files is a fully executed copy of a supplemental agreement changing the responsibility for construction engineering from Benton County to the State covering the Beaver Creek-Bellfountain Road Section on Decker Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

rw

Attachment

bc: Gary Potter W/Attach. Agree.

July 23, 1985

CON 5

#10,074

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,074 for paving on the Beaver Creek Road-Bellfountain Road Section of Decker Road in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Jeff Swanstrom (Reg. 2)

MORSE BROS.
Highway Construction Group

July 2, 1985

Mr. John Widmer
Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Subject: Beaver Creek Rd. - Bellfountain Rd. Section
of Decker Rd.
Minority Business Enterprise Contract Provisions

Dear Mr. Widmer:

In accordance with Contract Provisions, with respect to DBE/WBE utilization on the above referenced project, Morse Bros. proposes to Subcontract the following:

A) DBE Goal set up 0%.

Morse Bros. intended DBE use as a Subcontract is 0%.

B) WBE Goal set up 1%.

Lady's, The Construction Co.
P.O. Box H
West Linn, OR 97068

Maxine Pierce
635-4067
Bond: Included

Bid Item	Quantity	Unit Price	Extension
3	265 SF	5.45	$ 1,444.25
4	2 EA	20.00	$ 40.00
13	66 EA	4.00	$ 264.00
14	66 EA	2.75	$ 181.50
		Total Subcontract =	$ 1,929.75

RECEIVED
JUL 3 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

bc: Thomas Jones

Tri-V Pilot Car & Flagging
35243 Lillian Dr.
Philomath, OR 97370

Shirley VanDenBerg
929-6334

Bid Item	Quantity	Unit Price	Extension
6	50 Hrs	25.00	$ 1,250.00
		Total Subcontract =	$ 1,250.00
		Total WBE Subcontracts =	$ 3,179.75

WBE Percentage = $ $\frac{3,179.75}{183,902.75}$ = 1.73%

Obviously we exceed the goals set. If you have any questions regarding this matter, please call me or Brad Dennis, at this office, 928-6491.

Sincerely,

MORSE BROS. INC.

Stan Barton

Stan Barton
Chief Estimator
Highway Construction

mec

Receipt on July 3, 1985 has been reviewed
by Att Gen Assistant Dale Hermann and
Myatt and determined acceptable.
After 5 p.m. Office Clo/ Did not allow time
for Traffic in Salem. Clocks checked.
Reviewed on July 3, 85

RECEIVED
JUL 3 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

N

TO BE COMPLETED BY FHWA		
10,074 7-108	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-17-85	STATE OREGON COUNTY BENTON PROJECT NO. RS-A508(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., "Beaver Creek Road-Bellfountain Road Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6/5/85	2.45

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 212,360.00 212,361.00 sw	$ 187,195.00 187,196.00 sw

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 9, 1985

FEDERAL AID PROJECT NO. RS-A508(3)

BEAVER CREEK ROAD-BELLFOUNTAIN ROAD SECTION
COUNTY ROAD IN BENTON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY O'LAY (Sta. 245+90.93 to Sta. 375+38.13)

Mobilization	Lump Sum	All	Lump Sum	$ 16,686.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,333.00
Temporary Signs	Sq. Ft.	265	5.45	1,444.25
Temporary Barricades	Each	2	20.00	40.00
Flaggers	Hour	100	9.50	950.00
Pilot Car	Hour	50	25.00	1,250.00
ROADWORK				
Preparation of Shoulders	Lump Sum	All	Lump Sum	1,044.00
Aggregate Shoulders	Ton	700	6.80	4,760.00
Class "C" Asphalt Concrete Mixture	Ton	6,000	14.25	85,500.00
Asphalt Cement in Mixture	Ton	360	180.00	64,800.00
Asphalt in Tack Coat	Ton	14	200.00	2,800.00
Extra for Asphalt Approaches	Each	19	150.00	2,850.00
Bi-Directional Yellow Type I Markers	Each	66	4.00	264.00
Yellow Type II Markers	Each	66	2.75	181.50
				$183,902.75

ANTICIPATED ITEMS

Permanent Striping	All Required	$ 3,200.00
	SUBTOTAL	$187,102.75
	Engineering	25,258.25
	TOTAL	$212,361.00

Length of Project -------------------- 2.45 miles

Cost of Project per Mile ------------- $86,677.00

Federal Funds (88.15%)	$187,196.00
State Funds	12,582.50
County Funds	12,582.50
TOTAL	$212,361.00

Group 1: 100%
Contract No. 10,074
Prefix: 502-1976
Prefix: C10074

(Appn Code) 075

RC:pf

10,174

July 3, 1985 PRO

James Blair
Director of Public Works
360 S.W. Avery Avenue
Corvallis, OR 97730

Subject: Beaver Cr. Rd. - Bellfountain Rd. Section
Decker Rd. RS-A508(3)
Benton County

On June 27, 1985 the State Highway Division received a satisfactory bid from Morse Bros., Inc., P.O. Box 7, Lebanon, Oregon 97355 on the subject projet.

This project is a Federal-Aid Secondary project and as per our Agreement No. 8310 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction cost as computed below.

Contractor's Bid	$183,902.75
Anticipated Items	3,200.00
SUBTOTAL	$187,102.75
Contingencies (4-1/2%)	8,419.62
Engineering (9%)	16,839.25
Total Construction Cost	$212,361.62
Estimated P.E.	8,000.00
Less Federal Funds (88.15%)	(194,248.77)
Less 1/2 Balance State Share	(13,056.43)
P.E. ($6,600 x 6%) County Engineering	(396.00)
Construction (65%)	(10,100.00)
County's Remaining Balance Due	$ 2,560.42
ADVANCE DEPOSIT ROUNDED	$ 2,600.00

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $2,600 by July 19, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

CK. RECEIVED 7-23-85 MKS

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #85-73 Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-73 when
advance deposit is received

10,674

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: 6-18-85

FROM: Richard T. Sjolander
Region Federal Aid Specialist

2-HOLD

SUBJECT: Beaver Cr. Rd. - Bellfountain Rd.
Decker Road

Attached is a letter from Benton County asking the State Highway Division to conduct the construction engineering on the subject FAS-C project. The Region office has no objection to this request and will assign the project to Al Vohland, Project Manager in Corvallis.

Please make the necessary program revisions to fulfill this request.

RTS:jn

cc: Al Vohland

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
JUN 20 1985
REFER TO Local Prog / Brock
R/D ___ [✓ ACT] ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97333

- ENGINEERING
- SURVEYING
- ROAD

June 10, 1985

Rick Sjolander
Region II Federal Aid Specialist
2960 State Street
Salem, OR 97310

Subject: Decker Road Overlay
County Project 26240-01-84
Oregon RS-A508(3)

Benton County requests that the construction engineering for this project be performed by the Oregon State Highway Division. Other construction projects have created a heavy demand on our engineering staff for this season. We will continue to be available to provide any local data or support required for the project and would like to have our Inspector involved at critical phases.

for
James E. Blair, P.E.
Director of Public Works

RI/hvc

PW 2224/50 [6-10-85]

10,274

June 11, 1985 PRO

James Blair
Director of Public Works
360 S.W. Avery Avenue
Corvallis, OR 97730

Subject: Beaver Cr. Rd.-Bellfountain Rd. Section
Decker Rd.-RS-A508(3)
Benton County

On June 27, 1985 a bid will be taken by the Highway Division on the subject project. This is a Federal Aid Secondary project and as per our Agreement No. 8310 and our Local Government Agreement, the county is requested to deposit 65% of the county's share of the estimated construction cost as computed below:

Estimated Total Construction Cost	$ 262,200
Less Federal Funds (88.15%)	(231,130)
Less 1/2 Balance State Share	(15,535)
COUNTY'S SHARE	$ 15,535
65% OF COUNTY'S SHARE AND ADVANCE DEPOSIT	$10,100

We will award the contract when we receive your advance deposit in the amount of $10,100 and the Commission approval is received. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

C.C.
Received
7-2-85
MKS

MKS:bkb
Attachments
bcc: w/AD #85-63
Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-63 when advance deposit is received.

10,[illegible]7

Con[illegible]
[illegible]
Co.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 11, 1985
IN REPLY REFER TO
HFO.2-OR

RECEIVED
STATE HWY ENGR
JUN 13 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project RS-A508(3)
Beaver Creek - Bellfountain Rd. Section
Decker Road
Design Exceptions
Benton County

We have reviewed Mr. Kuehn's May 31, 1985 letter (and roadside inventory) concerning design exceptions on the subject project.

As Mr. Kuehn states, the purpose of this 2.5 mile project is to extend the service life by placing an A.C. overlay on the existing facility. Decker road is a local connector between the Pacific Highway West and the Alsea Highway. The 1983 ADT is 308, the route is extensively used by trucks and this segment is the only portion that has not been overlayed in the last 10 years.

He also states that to meet clear zone standards would require flattening slopes, extending culverts and moving utility poles (presently located at the edge of the right-of-way but within clear zone). To meet the clear zone standards and to flatten four 10° horizontal curves in this section would require taking additional right-of-way throughout the entire project. An evaluation of the accident history for this section did not indicate a safety problem with any particular roadside feature or specific site.

6/14/85
Copy to Kuehn
Don

NOTED
D. O. Christensen

(Continued)

Due to the substantial right-of-way requirement (and its inherent cost) and the lack of operational/safety problems, we concur in an exception to the minimum standards for the following items:

1. Horizontal alignment.
2. Drainage facilities.
3. Utility poles and mailboxes.
4. Nontraversable ditch.

Sincerely yours,

Christianson

Dale E. Wilken
Division Administrator

10.574

jc

Con 21-8
t

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RS-A508(3) Benton Co.

2. STATE PROJECT NO.
See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50137

2A. COUNTY NAME
Benton

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985	8. FEDERAL ROUTE NUMBER Secondary A508	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Beaver Creek Rd. - Bellfountain Rd. Section

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-3-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $260,000, Federal Funds $229,190 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4-24-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your letter of March 26, 1984.

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO
Potter
FOR

orig to
6/12

14. DATE 6/7/85	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: May 31, 1985

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Richard Kuehn

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Beaver Creek - Bellfountain Rd.
Decker Road
Benton County

E. S.

By this letter, I am submitting to you the roadside inventory and requesting exceptions to the minimum standards for the following items:

1. Horizontal Alignment
2. Drainage Facilities
3. Utility Poles & Mailboxes
4. Nontraversable Ditch

The design criteria is set forth in "A Policy on Geometric Design of Highways and Streets" and "Guide For Selecting, Locating and Designing Traffic Barriers."

The purpose of this project is to overlay a 2.5 mile segment of Decker Road. This segment is the only portion of Decker Road that has not been overlayed in the last ten years. Decker Road is a local connector between the Pacific Highway West and the Alsea Highway. The 1983 A.D.T. is 308, and this route is extensively used by trucks.

Flattening slopes, extending culvert pipes, moving utility poles to outside the clear zone and correcting the deficient horizontal alignment would all require taking additional right of way throughout the entire project. To install guardrail protection would not be cost effective or practical. There is no accident history that indicates we have a problem at any specific site or with any particular roadway feature.

We solicit your concurrence that it is in the public's interest to allow exceptions to the mimimum standards as listed above and itemized in the roadside inventory.

Form 734-3122

The right of way requirements and excessive costs are the prime factors in requesting these exceptions. This project will improve the rideability and many of the safety features while staying within reasonable costs.

RK:NC:mg

Attachment

cc: E. S. Hunter
W. Anhorn
Leon Brock

10,274

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: May 31, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50137
Project No. RS-A508(3)
Beaver Creek Rd.-Bellfountain Rd. Sec.
County Road
Benton County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 27, 1985.

DRH:bkb
Attachments
cc: W.G. Anhorn, Region 2
General Files
Michael Shultz w/att.

Budget Bureau No. 4

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

May 31, 1985

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 5.5 mi. S.W. of Philomath, Jct. Hwy. 34 E. 2.36 mi.	ADT	PRESENT 45 DHV 300	FUTURE ----	YEAR ----	REGION 10
						STATE NAME	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) O'lay	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 040	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS- NUMBER A508

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Benton
	NAME OF URBAN AREA 17-31 -----	ROUTE NO. S FEDERAL-AID A508 UC (32) STATE Co. Rd. (56) (57) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	50		(54) (59)	(60) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 1000	(07)	"Beaver Creek Rd.-Bellfountain Rd. Sec."	2.49	250,000	220,370	14,815	14,815

CARD 1	CODE 1	PREPARED BY DRH		PROJECT TOTALS	2.49	250,000	220,370	14,815	14,815
1	14	PROGRAM APPROVAL DATES 12-7-84				(16) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 5
No. RS-A508

Key #02703

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

N NO.

.O.

May 31, 1985

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 5.5 mi. S.W. of Philomath, Jct. Hwy. 34 E. 2.36 mi.	**ADT**	PRESENT 45 DHV 300	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE 075	ITEM NO. 50137						

PROPOSED WORK (35 typewriter 'lay	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 040	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
RS-	A508	(3)		

RAL FUNDS: Rural Secondary

N AREA: -----

COUNTY NAME: Benton — CODE 003

ROUTE NO.: FEDERAL-AID S A508 UC — STATE Co. Rd. — U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000	(07)	"Beaver Creek Rd.- Bellfountain Rd. Sec."	2.49	250,000	220,370	14,815	14,815	
EPARED BY DRH			PROJECT TOTALS	2.49	250,000	220,370	14,815	14,815	

OGRAM APPROVAL DATES 12-7-84

REMARKS
Additional Data: Item No. 50137; Project No. RS-A508(2).

-over

Key #02703

USCOMM DUSCOMM-DC 49903-P61

Beaver Creek Rd.-Bellfountain Rd. Sec.

Remarks continued:

Project Data: Work under this project consists of: 1) high-type pavement overlay providing two 10-ft. travel lanes with 2 ft. paved shoulders; 2) adjust utilities as required and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 8310 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 1-2-85.

Note: This project is in Congressional District No. 4.

10,074

Section Beaver Creek R.. - Bellfountain Rd Progra ing Estimate $

Highway Decker Rd (FAS-A508) Project Length 2.49

5-31-85

County Benton Completion Time 15CD but not later than 9-30-8

Kind of Work Paving Est. Comp. Date 9-30-85

Prefix 502-1976-921 Letting Date June 27, 1985 Project No. RS-A508

Received 2:25 PM
5-31-85 . Ch.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 227,838.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	3200	
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		$ 3,200.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		

Subtotal $ 231,038.00

Contingencies (4-1/2%) 10,396.71

Engineering (~~8~~, 9, ~~10~~%) 20,793.42

Subtotal $ 262,228.13

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . .$ 262,228.13

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Beaver Creek Rd.-Bellfountain Rd.		COUNTY Benton		SHEET 1 OF 1
KIND OF WORK	KEY NUMBER	LENGTH 2.49	DATE 5/29/85	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT: 5/28/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 6/27/85					
	Mobilization		LUMP SUM	All	LUMP SUM	16,200^{00}
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	4,000
	Temporary Signs		Sq Ft	265	8^{00}	2,120^{00}
	Temporary Barricades		Each	2	70^{00}	140^{00}
	Flaggers		Hour	100	17-	1,700^{00}
	Pilot Car		Hour	50	30-	1,500^{00}
	ROADWORK					
	Preparation of Shoulders		LUMP SUM	All	LUMP SUM	6,600^{00}
	Aggregate Shoulders		Ton	700	9-	6,300^{00}
	Class "C" Asphalt Concrete Mixture		Ton	6000	19^{50}	117,000^{00}
	Asphalt Cement in Mixture		Ton	360	180-	64,800^{00}
	Asphalt in Tack Coat		Ton	14	225-	3,150^{00}
	Extra for Asphalt Approaches		Each	19	200-	3,800^{00}
	Bi-Directional Yellow Type I Markers		Each	66	4^{50}	297^{00}
	Yellow Type II Markers		Each	66	3^{50}	231^{00}
						+ 227,839^{00}

734-1736 (REV. 2-84)

5-15-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 502
County Benton

Attention: Right-of-way Section

Subject: Federal Aid Project No. FAS-C Prefix ____

Project Name Peterson Rd. - Bellfountain Rd. (Decker Rd.)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971. (1954)

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 21 1985
☐ M ☐ AM ☐ ROW ☐ RER ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
NAGER ___ RESOURCE UNIT ___
UNIT ___ PROGRAM UNIT ___
MAY 30 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
Region 2 Right of Way
MAY 23 1985
☐ SA ☐ PM ☐ RA ☐ F ☐ SE ☐ RS

Signed at Corvallis, Oregon, this 15th day of May, 1985

County of Benton

Dale D. Schrock
County Judge/Chairman

Barbara Ross
Commissioner

Charline K. Carr
Commissioner

Certified By:
Douglas J. Lott
Regional Right-of-Way Supervisor
Date 5-23-85

Instructions: Complete A or B and C.

10,074

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Peterson Rd. - Bellfountain

Highway: FAS A508 (Decker Rd.)

County: Benton

Prefix: 502-1976

Project Manager: Pete Fidler

Date February 20, 1985

Ten Year Traffic Coefficient 7.0

18 kip EAL's per day 33

R Value 10

Frost Penetration ----

CBE Total Requirement 22.5"

STRUCTURAL SECTION

EXISTING ROADWAY

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. Wearing Surface, Class "B" or "C" Plus 1.0"± Allowance For Leveling	

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Program Section

10,074

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 12, 1985

In Reply Refer To
File No.:

James Blair
Director of Public Works
360 S.W. Avery Avenue
Corvallis, Oregon 97333

Peterson Road - Bellfountain Road (Decker Road)

This is to advise you the Oregon Department of Transportation has received authorization from the Federal Highway Administration for preliminary engineering on the subject project effective December 11, 1984.

County forces may proceed with the work. Enclosed for your information are forms PR 1240, Federal Authorization, and 734-1914, Survey Authority. Note that $6,600 has been designated for County expenditure. If it appears you will overrun this amount, please request additional funds before overrunning. Prior approval is mandatory for reimbursement.

Mr. Don Jordan, Region Liaison Specialist, will be your contact for the State Highway Division. Your billings for work performed should be submitted to Mr. Jordan for approval and processing. If you have questions, he may be reached at 378-2626.

Richard T. Sjolander
Region Federal Aid Specialist

POS/dlc
Enclosures

cc: LPU
Don Jordan

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 12 1985
REFER TO ______________________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

4

10,074

CON 21-8
Benton, Co.

January 10, 1985

Benton County Board of Commissioners
County Courthouse
Corvallis, OR 97330

AGR 4-2

Attention: Daniel Burk
Director of Records
and Elections

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to overlay a 2.5 mile section of Decker Road (Beaver Creek Road-Bellfountain Road).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H.S. Coulter
State Highway Engineer

DATE: November 5, 1984

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Two FAS-C Projects
Benton County

Benton County has requested a project to overlay a 2.4 mile section of Decker Road FAS-508. This will complete the improvement of a heavily used truck route between 99W and Hwy. 34. The County will perform preliminary and construction engineering. No additional right-of-way is anticipated.

Benton County has requested a second project on Green Road FAS A512. This project will require a environmental assessment because alternate locations are being studied. The County will perform the preliminary engineering. This project will be programmed for preliminary engineering only.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Benton County	[redacted]llfountain Rd., Decker Road FAS-508 aka Decker Rd. Beaver Cr. Bellfountain Rd	$259,000	$227,900	$15,550	$15,550
Benton County	West Hills Rd. Corvallis/ Newport Hwy. Green Rd. FAS A512	$ 75,000	$ 66,000	$ 4,500	$ 4,500

Region 2 and this office have investigated the proposed projects confirming their validity and financing and request you authorize these projects under delegated authority.

APPROVED BY

EJ Hunter
for State Highway Engineer

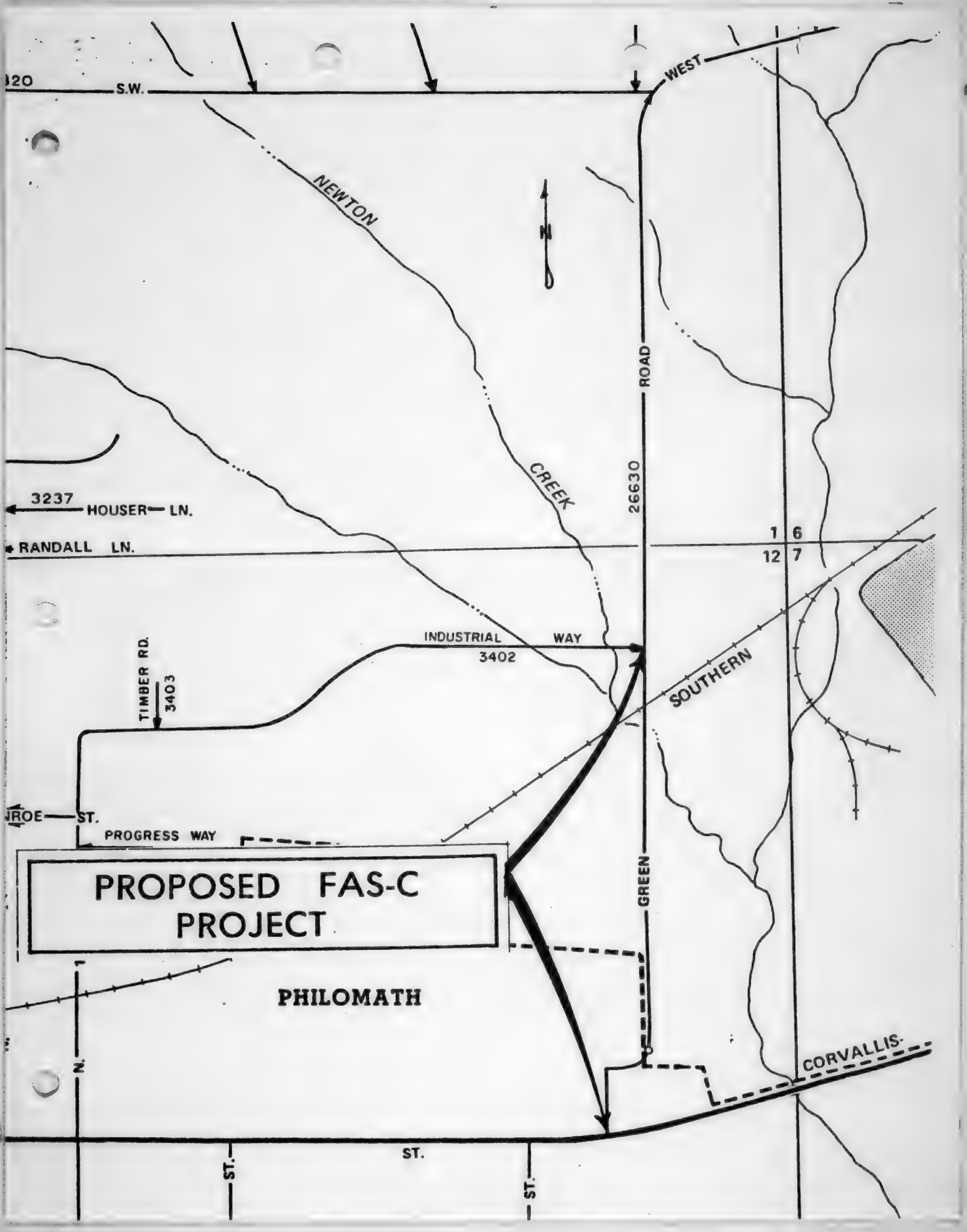
Date 11-8-84

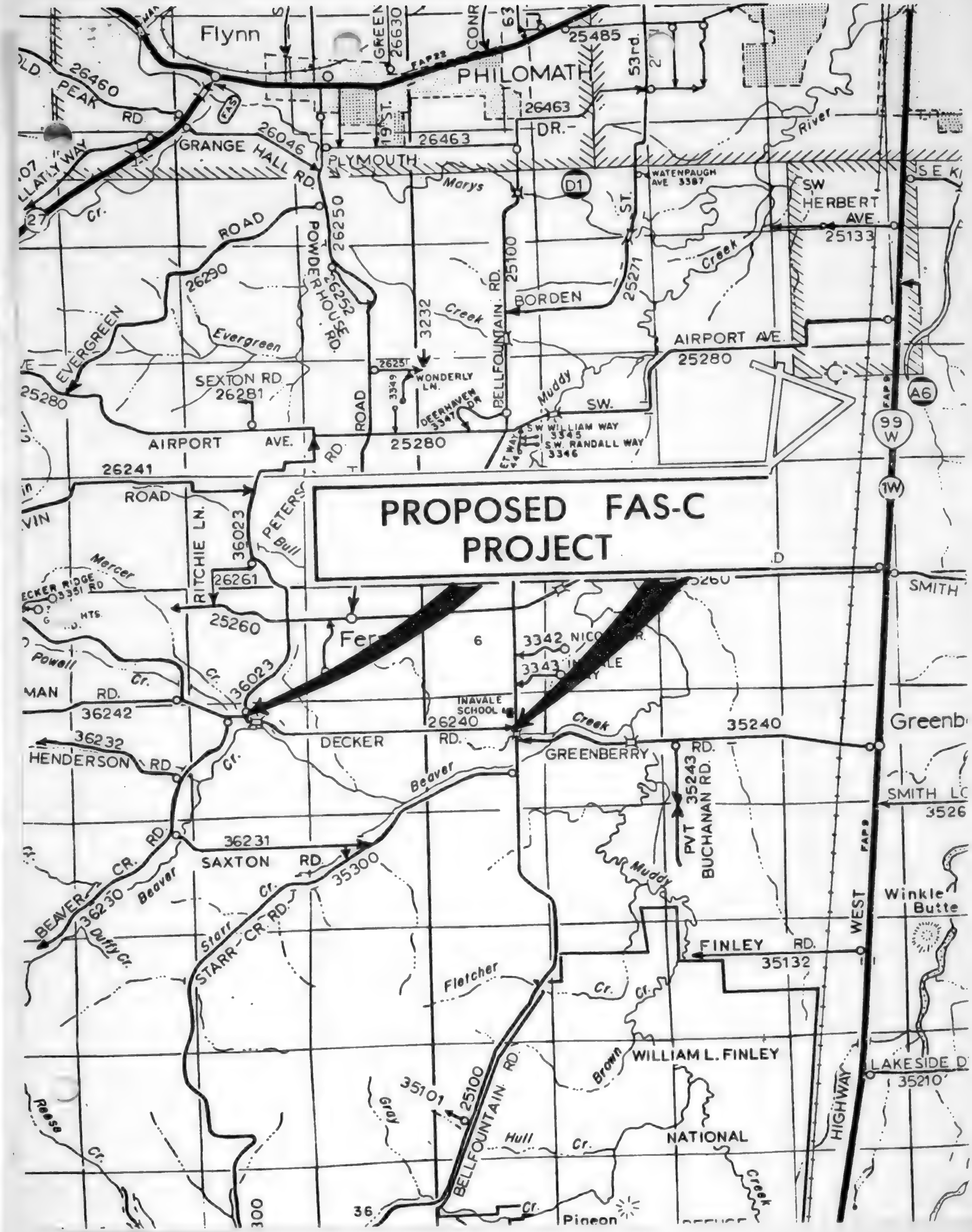
MKS:me
Attachment

Orig - Com. Serv.
1 cy - Program Section
1 " - accounting
1 " - Gen. Files
1 " - Coulter
11-8-84

RECEIVED
STAT HWY ENGR
NOV 7 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials


S.W.
WEST
NEWTON
CREEK
N
ROAD
26630
GREEN
3237
HOUSER LN.
RANDALL LN.
1 6
12 7
INDUSTRIAL WAY
3402
TIMBER RD.
3403
SOUTHERN
ROE ST.
PROGRESS WAY
PROPOSED FAS-C PROJECT
PHILOMATH
N.
ST.
ST.
ST.
CORVALLIS



PROPOSED FAS-C PROJECT

Flynn
PHILOMATH
25485
26630
GREEN
CONR
53rd.
26460
OLD PEAK RD.
GRANGE HALL RD.
26046
PLYMOUTH
26463
DR.
19th ST.
River
Marys
D1
WATENPAUGH AVE 3387
SW HERBERT AVE.
25133
ROAD
26250
POWDERHOUSE RD.
26290
25100
BELLFOUNTAIN RD.
25271
ST.
Creek
BORDEN
3232
Evergreen
EVERGREEN
AIRPORT AVE.
25280
26251
WONDERLY LN.
3349
DEERHAVEN 3347 DR
SEXTON RD.
26281
Muddy
SW.
S.W. WILLIAM WAY 3345
S.W. RANDALL WAY 3346
AIRPORT AVE.
25280
RD
ROAD
26241
ROAD
99 W
1W
A6
RITCHIE LN.
36023
PETERSON
Bull
Mercer
DECKER RIDGE 3351 RD
26261
25260
SMITH
Powell Cr.
Fern
6
3342 NICO DR.
3343
INAVALE SCHOOL
MAN RD.
36242
36023
26240
DECKER RD.
Creek
35240
Greenberry
36232
HENDERSON RD
GREENBERRY RD.
Beaver
PVT 35243
BUCHANAN RD.
SMITH LOOP
3526
36231
SAXTON RD.
35300
BEAVER CR. RD.
36230
Beaver
Duffy Cr.
Starr Cr.
STARR CR. RD.
Muddy
WEST HIGHWAY
Winkle Butte
FINLEY RD.
35132
Fletcher Cr.
Cr.
Brown
WILLIAM L. FINLEY
NATIONAL
REFUGE
LAKESIDE DR.
35210
35101
25100
BELLFOUNTAIN RD.
Gray
Hull Cr.
Reese Cr.
Creek
36
300
Pigeon

[illegible]

CON 21-8

Benton

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A508(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-17-84

4. PROGRAM NO.

5. ITEM NO. 50137

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/11/84

8. FEDERAL ROUTE NUMBER Secondary A508

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Peterson Road - Bellfountain Road Section (Decker Road)

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work
TEC $14,500
FF $12,781

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 12/3/84.

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/19

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,074

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

12-3-84

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 5.5 mi. SW Philomath, Jct. Hwy. 34 E. 2.36 mi. "Peterson Rd.-Bellfountain Rd. (Dever Rd.) Sec."	075	50137	RS-A508(2)	A508	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Benton Code 003 Imp. Code 07 (FY '83)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 4 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 5.

(2) OTC approval 11-8-84.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 14,500
(88.15%)	FF	$ 12,781
	STATE	$ 860
	County	$ 859

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: Attached are Parts 1, 2 and 4 of the Project Prospectus and project map.

DDB:bkb Key #02703

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-3-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02703

SECTION Peterson RD-Bellfountain RD (Decker RD)

HIGHWAY -Co. Rd.

COUNTY Benton

REGION 2

AUTHORIZATION NO. 1

PREFIX 502-1976

DATE 10-18-84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		6,600	918 LOCATION		800	935 SOILS		
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		500
905 FINAL DESIGN		2,000	921 SPECIFICA-TIONS		2,500	937 HYDRAULICS		
906 BRIDGE DESIGN			922 ADMIN. SERVICES		200	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING		
910 REGION GEOLOGIST			925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			926 FOUNDATION			960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 14,500

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER RS-A508 (2)

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
[illegible] 28 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

APPROVED BY St Hwy Engr 11/6/84

PREPARED BY Pete Fuller	DATE 10/18/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/5/84
RECOMMENDED, PROJECT MANAGER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Hunter	DATE 12/6
RECOMMENDED, LOCATION ENGINEER X	DATE 12/4/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12/11/84	

734-1914 (4-84)

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region II Federal Aid Specialist

DATE: October 18, 1984

FROM: Pete Fidler
Region II Location Supervisor

SUBJECT: Green and Decker Road Improvements
Benton County

Attached are Parts 1, 2 and 4 and maps of Project Prospectii to cover realignment and widening of Green Road and overlay of Decker Road.

The Green Road project, that we have called "West Hills Road-Corvallis/Newport Highway (Green Road)" has been identified by the county as two phases. Phase I covers improvements to the existing railroad crossing and corridor selection and engineering for upgrading Green Road's connection to the Corvallis/Newport Highway. Phase II covers the reconstruction of inadequate selections of the roadway and improving the connection to the Corvallis/Newport Highway. The prospectus does not separate the two phases.

The Decker Road project is identified as "Peterson Road-Bellfountain Road (Decker Road)".

Requested funding for both projects is FAS.

RD/PF:dlt

cc: Files

REGION 2 OFFICE
RECEIVED
. . 1 . . 1984 RQS.....
RLO.....
RE ..... RCE...... ME ..... ROM ......
RTS ..... RLS. ..... RPC ...... RFS ......
RUS...... RG ...... RSR ....

81-125-1307

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Peterson RD-Bellfountain RD (Decker RD)

REGION: 2

STATE HIGHWAY # -	HIGHWAY NAME --	MILE POST FROM TO	LENGTH 2.36
☐ URBAN ☒ RURAL	CITY	COUNTY Benton	ROAD/STREET NAME Decker Road
ROUTE #	FEDERAL AID # FAS A508	APPLICANT (IF OTHER THAN STATE) Benton County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 16	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 164		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ -		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ -		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$ -		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 10				RIGHT OF WAY DESCRIPTIONS (S,C,A)	-
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	-
40% ENGINEERING & CONTINGENCIES	$ 69		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 243	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 259				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	308	550
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Decker RD is main truck route between Hwy 99W and Hwy 34 and this section is the only part of the ten mile route that has not been overlayed in the last ten years.

REGION 2 OFFICE
RECEIVED
OCT 1[illegible] 1984
RLO..... RQS.....
RE ...... RCE...... RME...... RCM .....
RTS ..... RLS...... RPC...... RFS .....
RUS...... RG ...... RSR ....

PROPOSED SOLUTION

Overlay existing section.

REQUESTED, REGION ENGINEER by X Phillip O [illegible]	DATE 10-24-89
APPROVED, ASST HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST HWY ENG FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Peterson RD-Bellfountain RD (Decker RD)

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY						
ACQUISITIONS			RELOCATIONS			
SIMPLE (#)	COMPLEX (#)		BUSINESS (#)	RESIDENTIAL (#)		
0	0		0	0		
RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	

UTILITIES A (LIST BELOW)

COMPANIES

Pioneer Telephone
Pacific Power and Light

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							12	×	12							
							12		12							

PROPOSED

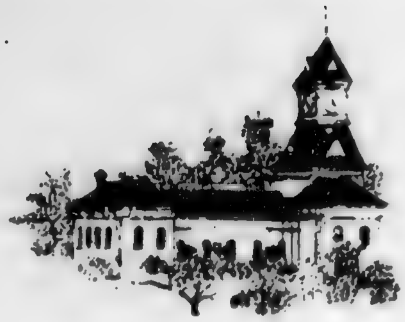
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
A.C.		3			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)



Benton County Public Works Department

360 S.W. AVERY AVENUE
PHONE 757-6821 CORVALLIS, OREGON 97333

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

July 10, 1984

Phillip O. Sterns
Region Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, OR 97310

Subject: Federal Aid Project Requests

Attached for your review are two preliminary applications for FAS funds:

1. Green Road (Phase I) - Replacement of an existing bridge and railroad crossing which are hazardous due to inadequate width and design engineering for improvement of the drainage, geometrics, and accessibility of Green Road from Hwy 20/34. Green Road is the primary access to a Philomath industrial area. An application for construction of the road will be made at a later date upon completion of preliminary engineering (Phase II).

2. Decker Road - Overlay of approximately 2.3 miles of road. Decker Road is a main truck route between Hwy. 99W and Hwy. 34. This is the only section of this 10 mile route which has not been overlayed in the last ten years.

We are in the process of obtaining approval from our Board of Commissioners for these projects and should be submitting final applications within a month.

If you have any questions, please call.

Roger M. Irvin
Assistant County Engineer

yb

Attachments

PW 1527/41

10,674

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97333

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- SURVEYING
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If you have any questions, please call.

Roger M. Irvin

Roger M. Irvin
Assistant County Engineer

yb

Attachments

PW 1527/41

FEDERAL AID PROJECT REQUEST

Date July 5, 1984

Applicant Agency Benton County Public Works

Request for: Off-System_____, FAS-C X , FAUS_____ Project

Federal Aid Route No. A508 **Route Name** Decker Road

Project Name Decker Road Overlay

Project Length 236 Miles **Project Location (Attach sketch map)**

Project Description Decker Road is a major truck route between Hwy 34 and Hwy 99W. The project consists of placing a 4" overly on Decker Road to bring it up to necessary standards.

Average Daily Traffic 308 **Design Speed** N/A

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24' Travel Lanes 12' Shoulders 2' gravel

Medians_____ Parking_____

Sidewalks_____

Remarks_____

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 12' Shoulders 2' gravel

Medians_____ Parking_____

Curbed_____ Length Curb Radii_____

Sidewalk/Bikeway_____

Remarks_____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____
Remarks_____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? N/A

4. **Permanent Striping:**

Include in project or by applicant? All striping will be done by County forces as a part of this project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type Bridge

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Department of Public Works Office
2.	Environmental	Department of Public Works Office
3.	Public Hearing	Department of Public Works Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant y State ____ Consultant ____

3. Will applicant perform any work prior to or after award of contract?
Yes ____ No X
If "yes," describe briefly: ____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 225,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	10,000
PROJECT TOTAL	$ 235,000

Remarks ____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____ and/or Benton COUNTY

By ____ By Charline R. Carr

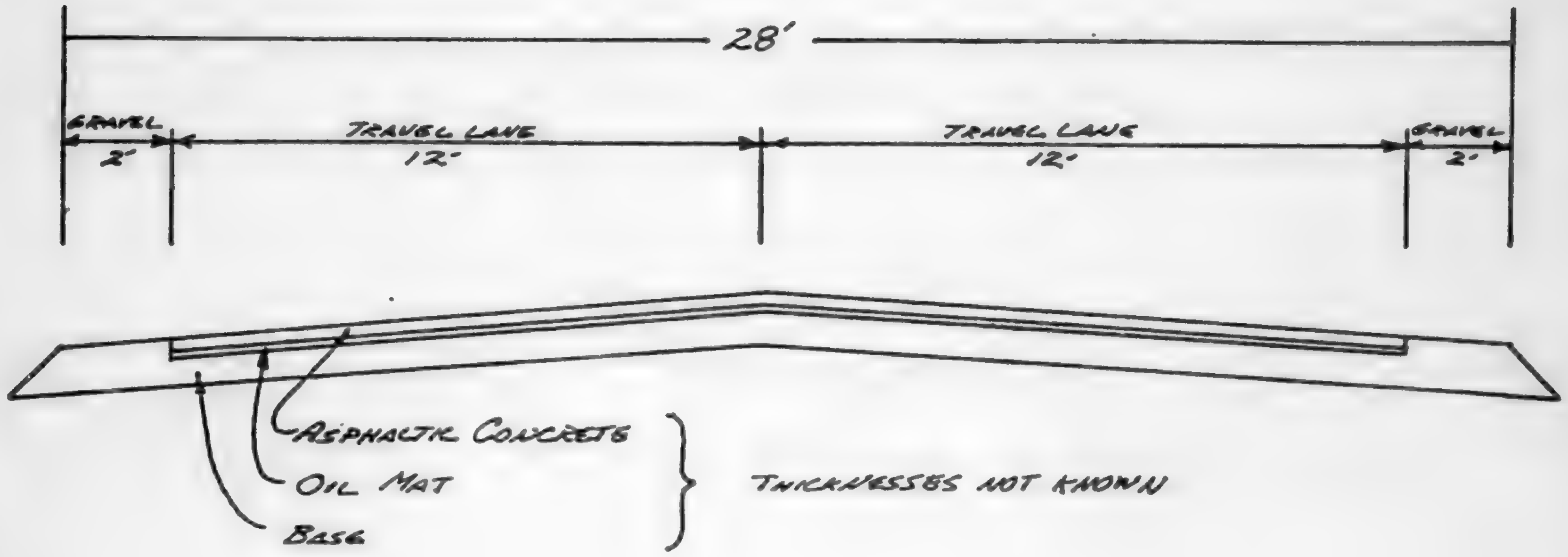
By ____ By Dale D Schrock 7-18-84

By Barton Rose

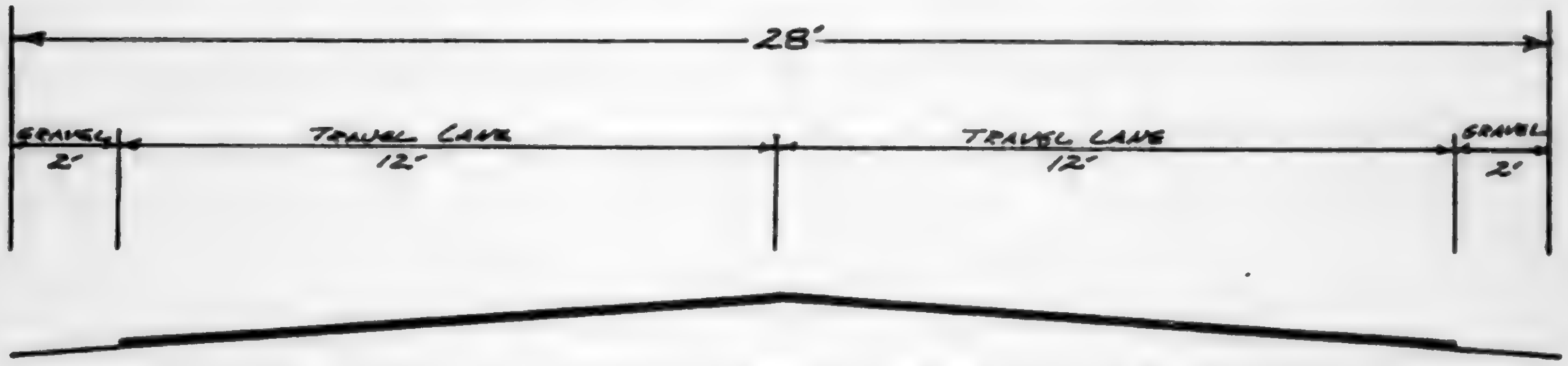
(1976)

DECKER ROAD

EXISTING ROADWAY SECTION


28'
GRAVEL
2'
TRAVEL LANE
12'
TRAVEL LANE
12'
GRAVEL
2'
ASPHALTIC CONCRETE
OIL MAT
BASE
THICKNESSES NOT KNOWN

DESIRED ROADWAY SECTION


28'
GRAVEL
2'
TRAVEL LANE
12'
TRAVEL LANE
12'
GRAVEL
2'

4" ASPHALTIC CONRETE OVERLAY ON EXISTING STRUCTURE

1985 Oatfield Rd. @ Concord Rd. 10,075
Sec. Oatfield Rd. S.E. of Milwaukie
(Traffic signal installation)

C-A 8127 05-31-84

jc cc: OSHD (D. Forbes)

10,075

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 11/24/88	REPORT MADE BY 11-24-88 Christine Canham, Highway Engineer Trainee		PROJECT NO. HES-9665(13)
COMPLETION DATE (Actual) 1/29/86	ACCEPTANCE DATE BY CONRTACT AGENCY 9/27/88	TIME ELAPSED 140 %	CONTRACT TIME January 31, 1986 (9/30/85 or 30 CD for all roadwork & conduit placement)
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OATFIELD RD. AT CONCORD RD.
OATFIELD RD.
Traffic Signals

This project provided for left turn lanes at the intersection on Oatfield Rd. and the installation of a new traffic signal.

The contract was awarded to H & H Electric, Inc. on July 3, 1985. Work began on August 22, 1985 and was completed on January 29, 1986. The conduit, which was to be installed by September 30, 1985, was not completed by that date and liquidated damages amounting to $480 were charged. All additional contract work was completed within the required time.

The final estimate overran the original project agreement estimate by 31%. Construction engineering, which is limited to 15% of the construction costs, amounted to $41,000 or 50% of the total construction cost. The remaining construction costs came within 5% of the original authorization. There was nonparticipating work on this project.

A final inspection of this project was made on April 8, 1988.

- CC -

RECEIVED
STATE HWY ENGR
JAN 25 '89
ASSIGNED TO
Husby
FOR

Cy
1-26

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Ed Fisher		SIGNATURE	
TITLE for Highway Engineer Trainee	DATE 1/24/89	TITLE District Engineer	DATE 1/24/89

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 2-84)

10,075

October 10, 1988

CON 5 - 10,075

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On September 30, 1988, we wrote to you concerning release of final payment on Contract No. 10,075 awarded to H & H Electric, Inc. for traffic signal installation on Oatfield Road at Concord Road one mile southeast of Milwaukie in Clackamas County.

Final payment on this contract is $1,000.00 and the total contract amount is $77,576.79 including $512.26 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: H & H Electric, Inc.
P. O. Box 2578
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

10,075

J

Oatfield Road at Concord Road
Oatfield Road
Clackamas County
Contract 10075

Overrun amount is $35,000
New contract total $128,659.86

Reasons for overrun: Engineering overrun; much of conduit laid too high throughout the project. Negotiations and claims resulted in extending the contract and resulted in an overrun in engineering. Eligible for partial FHWA participation (approximately $20,000). Contractor placed the conduit too high, for his convenience, and our inspector wasn't aware of the change in conduit placement until it was too late.

Sunnyside Road to Lawnfield Road (Unit 1)
East Portland Freeway
Clackamas County
Contract No. 10442

Overrun amount is $79,101
New contract total $556,323

Reasons for overrun: Engineering overrun; contract work was spread out at a slow rate throughout the length of the project. The other overrun and underruns offset each other. Eligible for 100% FHWA participation.

Ross Island Bridge Section
Mt. Hood Highway
Multnomah County
Contract No. 9991

Overrun amount is $91,300
New contract total $1,129,243.44

Reasons for overrun: Due to problems encountered in replacing the two large expansion joints on the structure, and the investigation design work and time associated with this problem. Eligible for partial FHWA participation.

kkr/010
10-5-88

10075

9

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 10, 1988

In Reply Refer to File No.:
CON 5
10075

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

NOTED
SHE'S OFFICE

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-9665(13)

Contract 10075, Work Completed January 29, 1986

Project Oatfield Road @ Concord Road

Highway Oatfield Road

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Apr. 8, 1988

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
APR 13 '88
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: D. E. Forbes
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
FEB 10 1988
OREGON DIVISION

734-2023 (2-85)

10,075

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION P JECTS

PROJECT NAME (SECTION)	Oatfield Road at Concord Road
HIGHWAY	Oatfield Road
COUNTY	Clackamas
CONTRACTOR	H & H Electric
KIND OF WORK	Traffic Signal Installation
WEEK ENDING	JANUARY ~~8~~ 15, 1988
CONTRACT NO	10075
F A PROJECT NO	HES-9665(13)
DATE OF AWARD	July 3, 1985
FIRST NOTIFICATION DATE	August 22, 1985
ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND	January 29, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE	MARCH 1, 1987
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED	100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 93,659.86

ESTIMATED PROJECT COST $ 92,317.74

ESTIMATED PERCENT XXXX OVERRUN/UNDERRUN 1.4 %

ENGINEERING

AUTHORIZATION $ 8,179.90

COST THIS WEEK $ 449.00

TOTAL TO DATE $ 19,149.58

PERCENT OF AUTHORIZATION 234 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/30/85	30	42.0	140	
B	01/31/86	163	161.0	98	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	138 CY	140 T	42 T			
EST. CORRECTED QUANTITIES	143 CY	110 T	28 T			
EST. PERFORMED TO DATE	143 CY	110 T	28 T			
PERCENT PERFORMED TO DATE	100	100	100	100	0	0

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

NO ACTIVITY

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

ALL CORRECTIVE WORK TO LOWER THE CONDUIT HAS BEEN DONE.

LOOP SEALANT REPAIRS HAVE BEEN MADE. THIS WILL BE THE LAST WEEKLY REPORT.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Donald Beley
for Charles Lobaugh

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10,075

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-225 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-27-87	State Oregon County Clackamas Project Number HES-9665(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 29, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 116,940.00	$ 123,171.00
Federal funds	$ 105,246.00	$ 110,853.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon March 17, 1987

Federal Aid Project No. HES-9665(13)

Oatfield Road @ Concord Road Section
County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 24,700.00
	TOTAL	$ 24,700.00

Type Code Y031
Traffic Signal (1 location)(Sta. 12+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Rev. Loop Size (PA #1)	$ 21.00	---	$ ---	8	$ 168.00
Add Detector Loop (PA #4A)	---	---	---	150	100.00
Excavate and Grade (PA #6A)	705.00	---	---	100%	705.00
Remove Striping (PA #7A)	0.60	---	---	4,000	2,400.00
Traffic Control (PA #7B)	125.00	---	---	100%	125.00
Move-In (PA #7C)	145.00	---	---	100%	145.00
Signal Test Turn-On Furn.; Prom & Program (SFO #1)	---	---	1,200.00	---	2,625.00
	SUBTOTAL		$ 1,200.00		$6,268.00

Increase	$ 5,068.00
SUBTOTAL from previous estimate of July 9, 1985	80,559.00
Subtotal	$85,627.00
Engineering	12,844.00
Total	$98,471.00

Length of Project ---------------- 0.0 mile

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds
P.E.	141	$ 24,700.00	$ 22,230.00	$ 2,470.00
Signal	141	98,471.00	88,623.00	9,848.00
TOTAL		$123,171.00	$110,853.00	$12,318.00

Group 1: 100%
Contract No. 10075
Prefix: 203-1924 (PE)
Prefix: C10075

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	3	185.00	$ 555.00
Multiple Mailbox Supports	Each	1	660.00	660.00
Mailbox Concrete Collars	Each	1	25.00	25.00
TOTAL				$1,240.00

RLC:pf

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-70	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1		Project Number HES-9665(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 29, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,700.00	$ 116,940.00
Federal funds	$ 22,230.00	$ 105,246.00
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of JUL, 1985.

Oregon State Highway Division
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

RX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 9, 1985

FEDERAL AID PROJECT NO. HES-9665(13)

OATFIELD ROAD @ CONCORD ROAD SECTION
COUNTY ROAD
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 24,700.00
	TOTAL	$ 24,700.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)(Sta. 12+50)

Mobilization	Lump Sum	All	Lump Sum	$ 7,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	600.00
Temporary Signs	Sq. Ft.	216	4.00	864.00
Temporary Barricades	Each	4	30.00	120.00
Flaggers	Hour	80	6.00	480.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	670.00
General Excavation	Cu. Yd.	138	9.00	1,242.00
Aggregate Base	Ton	140	26.50	3,710.00
Class "C" Asphalt Concrete	Ton	42	89.00	3,738.00
12-inch Storm Sewer Pipe	Lin. Ft.	8	62.00	496.00
Concrete Inlets, Type G-2MA	Each	1	1,100.00	1,100.00
Capping Inlets	Each	1	170.00	170.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	39,219.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	5,450.00
Model 170 Controller Equip., Complete	Lump Sum	All	Lump Sum	9,800.00
				$ 74,659.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	1,200.00
State Furnished Prom & Program	All Required	700.00
Roadside Seeding & Mulching	All Required	500.00

Signal Controller Testing & Turn-On	All Required	500.00
		$ 5,900.00
	SUBTOTAL	$ 80,559.00
	Engineering	11,681.00
	TOTAL	$ 92,240.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	COUNTY FUNDS
P.E.	$ 24,700.00	$ 22,230.00	$ 2,470.00
Signal	92,240.00	83,016.00	9,224.00
TOTAL	$116,940.00	$105,246.00	$11,694.00

Group 1: 100%
Contract No. 10075
Prefix: 203-1924 P.E.
Prefix: C10075

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	3	185.00	$ 555.00
Multiple Mailbox Supports	Each	1	660.00	660.00
Mailbox Concrete Collars	Each	1	25.00	25.00
				$1,240.00

CPL:DDB:pf jc

STATE COPY

TO BE COMPLETED BY FHWA 6 425	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-24-[illegible]	STATE Oregon COUNTY Clackamas PROJECT NO. HES-9665(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oatfield Rd., 1.2 miles NE of NCL West Linn @ Concord Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-18-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT $ 24,700.00	FEDERAL FUNDS $ 22,230.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A. Potter
Manager, Program Section
(Title)
XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 29 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon June 27, 1984

Federal-Aid Project No. HES-9665(13)

Oatfield Rd. @ Concord Rd. Section
Clackamas County Road

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 24,700.00
		Total	$ 24,700.00

Length of Project ---------------- 0.0 mi.

Summary of Funds (90%)

Description	Total Cost	Federal Funds	County ~~State~~ Funds
Preliminary Engineering	$24,700.00	$22,230.00	$2,470.00
Retain in Program			
PS&E Preparation	67,000.00	60,300.00	6,700.00
TOTAL	$91,700.00	$82,530.00	$9,170.00

Group 1: 100%
Prefix: 203-1924

WH:me

May 22, 1986

PUB 7

Reinhart Haack
15225 S.E. Meadowlark Lane
Milwaukie, OR 97267

I appreciate your taking the time to write to me about the S.E. Concord-Oatfield Road traffic signal work.

Sometimes it does seem like it takes an "army" to install and properly adjust a traffic signal, but I assure you each person is there for a reason.

This traffic signal was replaced under contract. That means the contractor has from two to five employees at the job to install the equipment. The contractor purchases and builds the signal equipment, which must then be tested by the Highway Division signal lab in Salem.

Two signal lab technicians from Salem delivered the tested equipment to the job site, and remained there to take care of any problems during installation.

Also on hand for the Highway Division were the project manager for the job, the project inspector, and a Metro Region traffic engineer.

Since the signal was installed at the intersection of a state highway and a county road, that meant two county employees were also at the job site.

Once the equipment is installed, the most time-consuming task is adjusting and sequencing the signal. This task requires expert traffic engineers and signal technicians. It also involves using vehicles to trip the below-pavement magnetic sensors. The sensors detect traffic and tell the computerized system when to change the signal for safety and efficient traffic flow.

Modern traffic signals save lives and the painful loss of personal injury and property damage from accidents. We invest road-user dollars in equipment and manpower because we believe those costs are a small price to pay compared to a human life.

Thank you for writing to me about your concern. I hope I have been able to convince you that all those people you saw at the intersection were there for a construction purpose.

Fred D. Miller
Director

GB:pr rw

bc: L. W. Rulien
Ed Hardt

May 8, 1986

RECEIVED
DOT DIRECTOR
MAY 09 '86
REFER TO
Bell
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

To: Dept. of Transportation
State of Oregon

ATTN: Director

I couldn't believe my eyes. At 9:35 AM this date I observed 10 employees (obviously State) plus a flagman standing in the street. Location was S.E. Concord and Oatfield Road. They were still there at 10:10 AM when I returned.

No tools or equipment were in evidence and numerous vehicles were parked.

Over quite a lengthy period I observed the installation, adjusting, re-adjusting and re-re this signal. This one must have cost a bundle.

If there is a problem with that signal cannot understand why it takes an "army" to resolve the problem.

Is this what we pay our tax dollars for?

Sincerely,
Reinhart Haack
REINHART HAACK
15725 S.E. Meadowlark Lane
Milwaukie, OR 97267

February 18, 1986

CON 5
#10,075
#10,115

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, WA 98668-1648

Attn: Margarite Woods
President

Thank you for your letter of January 27, 1986, advising that H & H Electric has satisfied the claims against Contract 10,075 and 10,115.

This appears to be in reference to your claim for $1,510 against Contract No. 10,115 for traffic signal installation of the Tualatin Valley Highway at Mountain View Lane in Forest Grove.

The other claim was in the amount of $1,218.20 against Contract No. 10,075 for traffic signal installation on Oatfield Road at Concord Road in Milwaukie.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: H & H Electric, Inc.,
P.O. Box 6209
Bend, OR 97708

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204
bc: Secretary of State
bbc: Bryant Jackmond
FKN:jk

NOTED ON CARD
2-12-86 jk

Mayco Enterprises, inc.

P. O. Box 1648 • Vancouver, Washington 98668-1648
Phone (206) 696-0503

January 27, 1986

Department of Transportation
Room 121
Salem, Oregon 97310

Re: Contract #10075 & 10115

Please be advised, H & H Electric has satisfied the claims against contracts #10075 and 10115.

Margarite Woods

Margarite Woods
President
Mayco Enterprises, Inc.

RECEIVED
JAN [illegible] 1986
[illegible] SERVICES

H&H electric inc.

files

February 6, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

Re: File No. CON 5, #10,075
Mayco Enterprises, Inc.

Dear Mr. Gormsen,

In response to the Notice of Claim letter dated January 7, 1986 and your correspondence dated January 24, 1986, please be advised that we paid Mayco Enterprises' Invoice No. 1197 dated November 27, 1985 for $1218.20 less 5% retention ($1157.29) on January 10, 1986. This invoice was for work done on the above mentioned job. We confirmed today with the bank that this payment, our Check #3497, cleared the bank on January 16, 1986.

We have enclosed copies of Mayco's invoice and our check. We do not understand why this claim was filed. However, if you need further information, please let us know.

Sincerely,

Isabel L. Hendricks

Isabel L. Hendricks
President

noted on card
no resp nec

RECEIVED
FEB - 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

767 S.E. Glenwood Drive • (503) 388-4837
P.O. Box 6209 • Bend, Oregon 97708

Mayco Enterprises, inc.

P.O. Box 1648
Vancouver, WA 98668-1648
(206) 696-0503

INVOICE NO.

MA-№ 1197

RECEIVED 12-2-85

SUBCONTRACTOR ✓
W-H ~~RETENTION~~ MAX EST

BILL TO
H & H Electric
P. O. Box 2578
Portland, OR 97208

JOB SITE
Traffic Signals
Oatfield Rd at Concord Rd.
Clackamas County
(Milwaukie, OR)

WASH. LICENSE #MAYCOEI191RM 1333550

Customer Purchase Order Number	Customer Job Number	Billing Date	Salesman
		11/27/85	Lloyd Clemans

OPER. NO.	JOB TICKET NO.	DATE OF WORK	TYPE OF WORK PERFORMED	AMOUNT
Curtis	1853	11/14/85	Sawcut, flush and blowout loops and runs per quote	$1,040.00
Keith	1731	11/14/85	Extra to contract:	
Curtis	1852	11/13/85	Recut 162 LF @ $1.10	178.20 ✓
Keith	1730	11/13/85	Total	$1,218.20 ✓ or

GL	JOB	ITEM	DR	CR
504	10075	16	1040.00 ~~1,218.20~~	
504	10075	8276	178.20	

PMT. OK POSTED SC11

verified w/Ed

FHA orig Pat Claim

PAYMENT ON THIS WILL BE ARGUED W/ STATE AT END OF JOB. PAYMENT TO MAYCO SHOULD NOT BE HELD UP, HOWEVER.

RECEIVED
FEB -7 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

TERMS: [illegible], the Customer hereby agrees to pay interest at the rate of 1% per month upon the unpaid portion of the invoice. If action or suit is brought [redacted] to collect any amount due or owing under this bill, Customer agrees to pay all costs of collection including reasonable attorney's fees.

White - Original Invoice
Canary - Main Office Record Copy
Pink - Branch Office Record Copy
Goldenrod - Numerical File Copy

PLEASE PAY LAST AMOUNT IN THIS COLUMN

H & H electric inc.
P.O. BOX 6209
BEND, OREGON 97708
(503) 388-4837

24-7040
3230

3497

DATE *January 10, 1986*

PAY *Two Thousand Five Hundred Ninety One and 79/100 Dollars*------------ $ *2591.79*

TO THE ORDER OF

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, Wa. 98668-1648

H & H ELECTRIC, INC.

COPY NOT NEGOTIABLE

FAR WEST FEDERAL BANK

DATE	INVOICE NO.	DESCRIPTION	AMOUNT	DISCOUNT	DEDUCTIONS	NET AMOUNT
					Retention	
11-25-85	*1196*	*504/10115/12*	*1510.00*		*75.50*	*1434.50*
11-27-85	*1197*	*504/10075/16,8276*	*1218.20*		*60.91*	*1157.29*
						2591.79

RECEIVED
FEB -7 1986

H & H electric inc.

ATTACHED CHECK IS IN FULL PAYMENT
OF ITEMS LISTED ABOVE. PLEASE DETACH
THIS STATEMENT BEFORE DEPOSITING.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oatfield Road at Concord Road

WEEK ENDING: January 31, 1986

SECTION PREFIX: C10075

HIGHWAY: Oatfield Road

COUNTY: Clackamas

NAME OF JOB: Oatfield Rd at Concord Rd

KIND OF WORK: Traffic signal installation

CONTRACTOR: H & H Electric, Inc.

CONTRACT NUMBER: 10075

FEDERAL AID PROJECT NUMBER: HES-9665(13)

DATE OF CONTRACT: July 3, 1985

DATE WORK STARTED: August 22, 1985

ESTIMATED COMPLETION DATE: January, 1986

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS a)30

WORK DAYS USED

CALENDAR DAYS USED 42

SPECIFIED COMPLETION DATE: a)9/30/85 b)1/31/86

PERCENT OF TIME ELAPSED: a) 140

PROJECT AUTHORIZATION: $ 93,659.86

EXCLUSIVE OF ENGINEERING: $ 85,479.96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 82,957.00

ESTIMATED PERCENT: OVERRUN UNDERRUN 6 %

ENGINEERING AUTHORIZATION $ 8,179.00

ENGINEERING COST TO DATE $ 5,000.00

PERCENT OF AUTHORIZATION 61 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST [redacted] 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION [redacted]

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26		0		
MONDAY 27		0		
TUESDAY 28		0		
WEDNESDAY 29		0		
THURSDAY 30		0		
FRIDAY 31		0		
SATURDAY 25		0		

CONTR. NO: 10075 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK**

26 SUNDAY	No activity
27 MONDAY	No activity
28 TUESDAY	No activity
29 WEDNESDAY	No activity
30 THURSDAY	No activity
31 FRIDAY	No activity
25 SATURDAY	No activity

REMARKS

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

CL 1986-0057

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 24, 1986

CON 5
#10,075 IN REPLY REFER TO FILE NO.:

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, WA 98668-1648

Attention: Margarite Woods
President

This will acknowledge your Notice of Claim letter dated January 7, 1986, against the following Highway Division contract:

FILED BY:	Mayco Enterprises, Inc.
AMOUNT:	$1,218.20
FOR:	Saw cutting
AGAINST (Prime contractor)	H & H Electric, Inc.
CONTRACT NO.:	10,075
PROJECT:	Oatfield Road at Concord Road in Milwaukie
SURETY:	Fireman's Fund Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

✓

cc: H & H Electric, Inc.
P.O. Box 6209
Bend, OR 97708

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Ste. 900
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
APR 1 [illegible]

Mayco Enterprises, inc.

P. O. Box 1648 • Vancouver, Washington 98668-1648
Phone (206) 696-0503

January 7, 1985

Department of Transportation
Room 121
Salem, Oregon 97310

Re: Contract #10075
H & H Electric, General

Notice is hereby given that the undersigned, Mayco Enterprises, Inc. has a claim for saw cutting for H & H Electric in the sum of $1218.20, against contract #10075 for work done on Traffic Signals Oatfield Rd. at Concord Rd., Clackamas County, Milwaukie, Oregon.

Margarite Woods

Margarite Woods
President
Mayco Enterprises, Inc.

RECEIVED
JAN 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES DATE: July 24, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 27, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened June 27, 1985 on the following projects:

1. Beaver Creek Road-Bellfountain Road Section
   Decker Road
   Benton County
   A.C. Paving and Oiling

   Overlay of 24-foot roadway.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

2. Oatfield Road at Concord Road Section
   Oatfield Road
   Clackamas County
   Traffic Signal Installation

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

3. Charles Mack Bridge Section
   Jenkins Prairie Road
   Coos County
   Structure

   18-foot roadway on structure and aggregate approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

4. Redmond Reroute Section
   Ochoco Highway
   Deschutes County
   Grading, Paving, Signing, and Signals

   12-foot lanes with 6-foot shoulders available for bicycle and pedestrian traffic.

   Same as No. 1.

5. Rogue Valley Mall Section
   Crater Lake and Rogue Valley Highways in Medford
   Jackson County
   Traffic Signal

   Pedestrian heads will be installed for pedestrian and bicycle traffic.

6. Fremont Highway Bridges
   Fremont Highway
   Lake County
   Grading, Paving and Structures

   12-foot lanes with 6-foot shoulders on structures and approaches.

   Same as No. 1.

7. Creek Bridges
   Mapleton-Junction City Highway
   Lane County
   Grading, Paving and Culverts

   Replacing bridges with culverts. Grading and paving incidental to project.

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Eugene/Springfield Signal System Project
   Various City Streets
   Lane County
   Signals

   Upgrading of system.

   Same as No. 7.

9. Beltline Highway at Royal Avenue Intersection in Eugene
Beltline Highway
Lane County
Signing and Traffic Signals

Pedestrian heads will be installed for pedestrian and bicycle traffic.

10. Marshall Slough Bridge Section of Lone Pine Drive
Lone Pine Drive
Lane County
Grading, Paving and Structure

24-foot roadway on structure and approaches.

Same as No. 1.

11. Oregon Coast Highway at E. Devils Lake Road (Lincoln City)
Oregon Coast Highway
Lincoln County
Grading, Paving and Signals

Multi-lane highway with 6-foot shoulder.

Bicycle lanes, pedestrian heads available for bicycle and pedestrian traffic.

12. Hayesville Interchange (Salem)
Pacific Highway
Marion County
Grading and Paving

Guardrail and drainage project.

Same as No. 7.

13. Umatilla/Stanfield Highway-S.E. 8th Street (Hermiston)
East Highland Avenue
Umatilla County
Grading and Paving

12-foot lanes with 10-foot shoulders and 8-foot sidewalks available for bicycle and pedestrian traffic.

14. Minan-Spring Creek Section
Wallowa Lake Highway
Wallowa County
Grading and Paving

12-foot lanes with 4-foot shoulders available for bicycle and pedestrian traffic.

Same as No. 1.

15. Tualatin River Overflow Bridge
Fern Hill Road (Forest Grove)
Washington County
Grading and Paving

Replacing bridges with culverts, grading and paving incidental to project.

Same as No. 7.

16. Wildhorse Creek (Gentry) Bridge
FAS B583 (Weston Road)
Umatilla County
Grading, Paving and Structure

Replacing bridge with culvert; grading and paving incidental to project.

Same as No. 7.

HSC:BCE:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

[illegible]

CLACKAMAS COUNTY

Department of Transportation & Development

Formerly Department of Environmental Services

Winston Kurth
Executive Director

Ardis Stevenson
Director
Communications & Policy

In Memoriam - John C. McIntyre
(1935-1984)

Richard Dopp
Director
Operations & Administration

Tom VanderZanden
Director
Planning & Development

July 19, 1985

Gary A. Potter, Manager
Program Section
OSHD
Transportation Bldg.
Salem, OR 97310

Enclosed please find a copy of the limited power of attorney for the match on the signal project at Oatfield and Concord Roads.

If you have any questions, please give me a call.

Bernard L. Straight
Traffic Engineer

/dh
Enc.
cc: Wayne Schulte

forwarded to accounting 7-17-85

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 22 1985
REFER TO Loc Prog
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Board of Commissioners hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Board of Commissioners has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 10,800.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Oatfield Road
Project Name

Concord Road signal Improvement project account # 4912.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County Board of Commissioners
Local Government Unit

this 11th day of July, 1985 by a vote of the majority of a quorum of its governing body.

BOARD OF COUNTY COMMISSIONERS

Dale Harlan
Dale Harlan, Chairman

Ed Lindquist, Commissioner

Robert Schumacher, Commissioner

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Providing a
Limited Power of Attorney to the
Manager of the Oregon State Excess
Fund for Withdrawal of Funds
Provided by Clackamas County for
the Oatfield @ Concord signal
improvement project.

ORDER NO. 85-742

This Matter coming before the Board of County Commissioners as the result of a Federal Aid signal improvement project on Oatfield Road @ Concord Road, and

It appearing that a deposit of $10,800.00 for local match funds is required to obtain the Federal funds and accomplish the project, and

It further appearing that a deposit of the local match funds in the Oregon State Excess Fund results in some interest earnings to the county.

NOW THEREFORE, IT IS HEREBY ORDERED that $10,800.00 of local match funds from the Road Fund be deposited in the Oregon State Excess Fund to be used as required to meet financial needs to accomplish the signal improvement project on Oatfield @ Concord Road, and that a Limited power of Attorney is granted to the Oregon Transportation Department to withdraw funds from this account to meet expenses incurred in said project implementation.

DATED this 11 day of July ,1985

BOARD OF COUNTY COMMISSIONERS

Dale Harlan -Chairman

Robert Schumacher - Commissioner

Ed Lindquist - Commissioner

July 2, 1985 PRO

Winston Kurth, Director
Department of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

On June 27, 1985 we received a satisfactory bid from H & H Electric, Inc., P. O. Box 6209, Bend, OR 97708 for Oatfield Road at Concord Road traffic signal project in Clackamas County.

As described in our Agreement No. 8127, the County is required to deposit their share of the traffic signal installation as computed below:

Contractor's Bid		$75,899.00
Anticipated Additional Items:		
Permanent Pavement Striping	$3,000.00	
Remove Pavement Striping (Exist. & Temp.)	1,200.00	
State Furnished PROM & Program	700.00	
Roadside Seeding & Mulching	500.00	
Signal Controller Testing & Turn-On	500.00	5,900.00
Subtotal		$81,799.00
Contingencies (4-1/2%)		3,680.96
Engineering (10%)		8,179.90
Total Construction Cost		$93,659.86
Less FHWA Share (90%)		84,293.87
County's Share		$ 9,365.99
P.E. Cost $14,124.89 Less FHWA Share ($12,677.16)		1,447.73
Cost to County		$10,813.72
Rounded		$10,800

deposited LGIP
7-17-85 RG.

Please submit your $10,800 deposit, which should arrive not later than July 19, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GAP:RLD:jc

bcc: W/AD #85-75: Wayne Schulte, Metro Region
V. E. Skoog - Please return completed AD #85-75 when advance deposit is received.

Oatfield Rd @ Concord Rd.

Cliff [illegible] aux - [illegible] - none programed

~~20-319~~ 203-1924 14,124.89 65,40

Winston kurth FHWA 12,677.16

1,447.73

Contractors Bid		$ 75,899.00
Additional Anticipated Items:		
Permanent Pav't Striping	$ 3,000	
Remove Pav't Striping (Exist. & Temp.)	1,200	
State Furnished PROM & Program	700	
Roadside Seeding & Mulching	500	
Signal Controller Testing & Turn On	500	5,900.00
SUBTOTAL		$ 81,799.00
Contingencies (4½%)		3,680.96
Engineering (10%)		8,179.90
TOTAL CONSTR. COST		$ 93,659.86
Less FHWA Share (90%)		84,293.87
County's Share		$ 9,365.99
Preliminary Engineering $14,124.89 - 12,677.16 (FHWA)		1,447.73
Cost to County		$ 10,813.72
Rounded		$ 10,800

Contr. No. 10,075

Oatfield Rd at Concord Rd Proj. No. HES-9665(13) 203-1924 P.E.
203-1083 constr

Checked with Cliff Laux, no R/W costs programed
" ". Accounting 203-1924 P.E. charges $14,124.89
(FHWA $12,677.16 - County $1,447.73)

10,072jc

TRN 7-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9665(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40221

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985

8. FEDERAL ROUTE NUMBER FAU 9665

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Oatfield Road at Concord Road Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5-21-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 6-3-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $81,723, Federal Funds $73,550.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing striping, to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

Orig. w/ att. to 6/12

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO PDH2C
FOR
Info | Invest | R/D | D/R | Sig | Act | File

14. DATE 6/11/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 503

County Clackamas

Attention: Right-of-way Section

Subject: Federal Aid Project No. HES-9665(13) Prefix 203-1924

Project Name Oatfield Rd. @ Concord Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 1 day of May, 1985

County of Clackamas

Dale Harlan
County Judge/Chairman

Ed Lindquist
Commissioner

Commissioner

Certified By:

Kenneth W Rolfe
Regional Right-of-Way Supervisor
Date 5-2-85

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

Section OatField Rd at Concord Rd. Programming Estimate $

Highway Oatfield Road Project Length 0.20 mile

County Clackamas Completion Time 180 cal days

Kind of Work Traffic Signal Est. Comp. Date 1-31-86

Prefix 203-1924 Letting Date 6-27-85 Project No. NES-9665(13)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 66,024-

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	3000-	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.)	1200-	
Temporary Erosion Control		
State Furnished PROM & Program	700-	
Roadside Seeding & Mulching	500-	$ 5,900- ~~5400-~~
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing + Turn On	500-	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 71,924- ~~71,424-~~
Contingencies (4-1/2%)		3,236.58 ~~3,214.08~~
Engineering (8, 9, [✓ 10%])		7,192.40 ~~7,142.40~~
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ ~~81,780.48~~ 82,352.98

APPROVED

4/30/85
10:00 JB

Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Oatfield Rd. @ Concord Rd. Section		COUNTY Clackamas	SHEET 1 OF 1	
KIND OF WORK Traffic Signal	KEY NUMBER	LENGTH 0.20	DATE 4-25-85	NAME P. Galloway

NO.	COST ANALYSIS UNIT: ~~ITEM~~ 4/29/85 MLW	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 6/27/85					
1	Mobilization		Lump Sum	All	–	1,900.00
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	–	2,500.00
3	Temporary Signs		Sq. Ft.	216	8-	1,728.00
4	Temporary Barricades		Each	4	70-	280.00
5	Flaggers		Hour	80	15-	1,200.00
	ROADWORK					
6	Clearing And Grubbing		LUMP SUM	ALL	–	500.00
7	General Excavation		Cu. Yd.	138 ~~165~~	18-	2,484.00
8	Aggregate Base		Ton	140	16-	2,240.00
9	Class "~~B~~ C" Asphalt Concrete		Ton	42	50-	2,100.00
10	12-inch Storm Sewer Pipe		Lin. Ft.	8	24-	192.00
11	Concrete Inlets, Type G-2MA		Each	1	500-	500.00
12	Capping Inlets		Each	1	250-	250.00
13	Single Mailbox Supports		Each	3	100-	300.00
14	Multiple Mailbox Supports		Each	1	200-	200.00
15	Mailbox Concrete Collars		Each	1	50-	50.00
	TRAFFIC SIGNALS					
16	TRAFFIC SIGNAL INSTALLATION, COMPLETE		LUMP SUM	ALL	–	32,750.00
17	FIRE PRE-EMPTION SYSTEM, COMPLETE		LUMP SUM	ALL	–	5,150.00
18	MODEL 170 CONTROLLER EQUIP, COMPLETE		LUMP SUM	ALL	–	11,700.00
						+ 66,024.00

734-1736 (REV. 2-84)

DEPARTMENT OF TRANSPORTATION
& DEVELOPMENT **formerly**

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

In memoriam (1935-1984)
John C. McIntyre

WINSTON W. KURTH Director
ARDIS M. STEVENSON Assistant Director

March 11, 1985

Wayne Schulte
Federal Aid Specialist
Oregon State Highway Division
Metro Region
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Reference is made to your February 1985 letter and preliminary plans regarding the proposed signal at Oatfield Road and Concord Road intersection.

We have reviewed the plans and made several comments in red. One change we would like is a loop on each approach on Oatfield Road near the stop bar.

The other comment is on the location of the pole bases on the west side of the intersection. We would like to use the existing bases. However, if this is not possible, we prefer the bases to be installed no closer to the intersecting west approach of Concord Road.

If you have any questions, please do not hesitate to call.

Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer
Operations and Administration Division

/rn

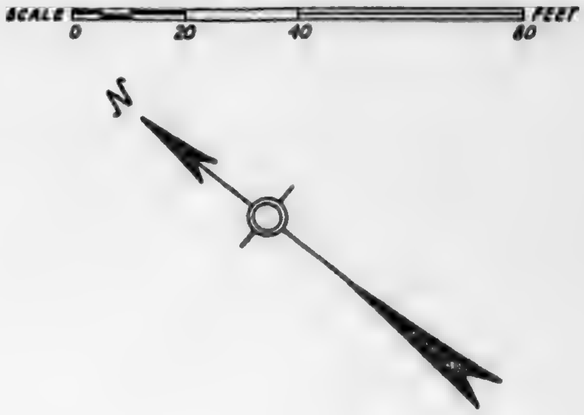
Originals forwarded to Traffic 3-15-85
GRD

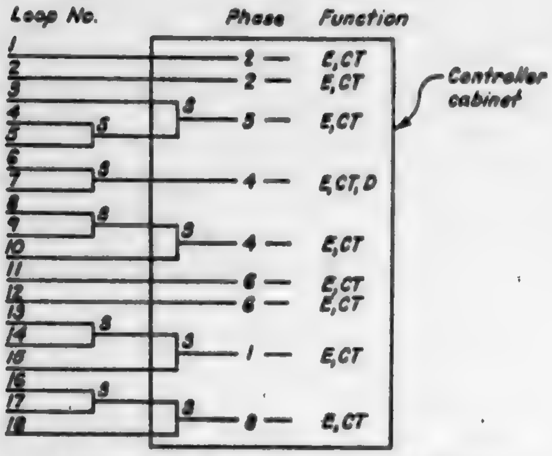
PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
MAR 14 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

a

H

DETECTOR PLAN
S.E. OATFIELD RD. AT S.E. CONCORD RD.


SCALE
0
20
40
60
FEET
N

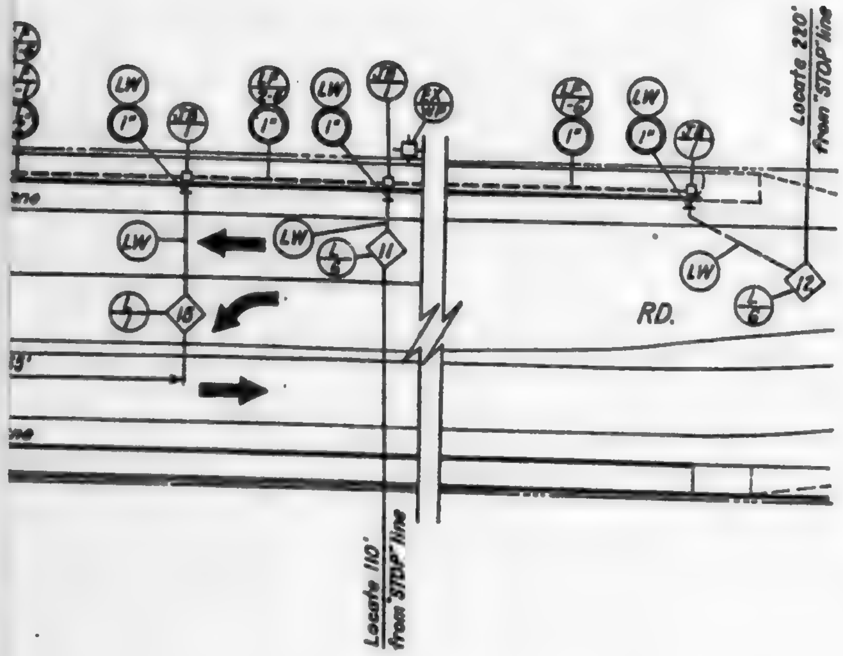

Loop No.
Phase
Function
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
S
2 — E,CT
2 — E,CT
5 — E,CT
4 — E,CT,D
4 — E,CT
6 — E,CT
6 — E,CT
1 — E,CT
8 — E,CT
Controller cabinet

E = Extension, CT = Count, D = Delay, S = Series
Center all loops in travel lane unless otherwise shown
See T.E.S. Drwg. No. 1471 for loop detector details.

LOOP DETECTOR WIRING DIAGRAM

L E G E N D

ES/WP	Maintain and protect PGE pole No. 3651 existing power source for signal system for this intersection
JB/1	Install 17 1/4" x 10 1/2" x 12" precast concrete junction box with cast iron cover (See TES Drawing No. 1471)
JB/2	Install 8" x 6" x 6" galvanized cast iron junction box
L/Ph	Install phase (Ph) vehicle detector loop
LF/X-Ph	Install (X) phase (Ph) loop feeder cables
LW	Install 2 No. 14 THWN wires twisted a minimum 1 turn per foot from loop to junction box No splices outside of junction box
S"	Install (S) inch electrical conduit


LW
1"
LW
1"
LW
1"
11
12
13
RD.
Locate 220' from "STOP" line
Locate 110' from "STOP" line

COUNTY APPROVAL
3/7/85
DATE

We need a loop
near stop line on
approaches of Oatfield
We do not normally
have recall on Main line
We allow signal to
run free — Bruce Straigher

PRELIMINARY COPY
FEB 13 1985
SUBJECT TO MUTUAL REVIEW

L. E. GEORGE
2/18/85

DESIGNED BY: MQ
CHECKED BY:

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

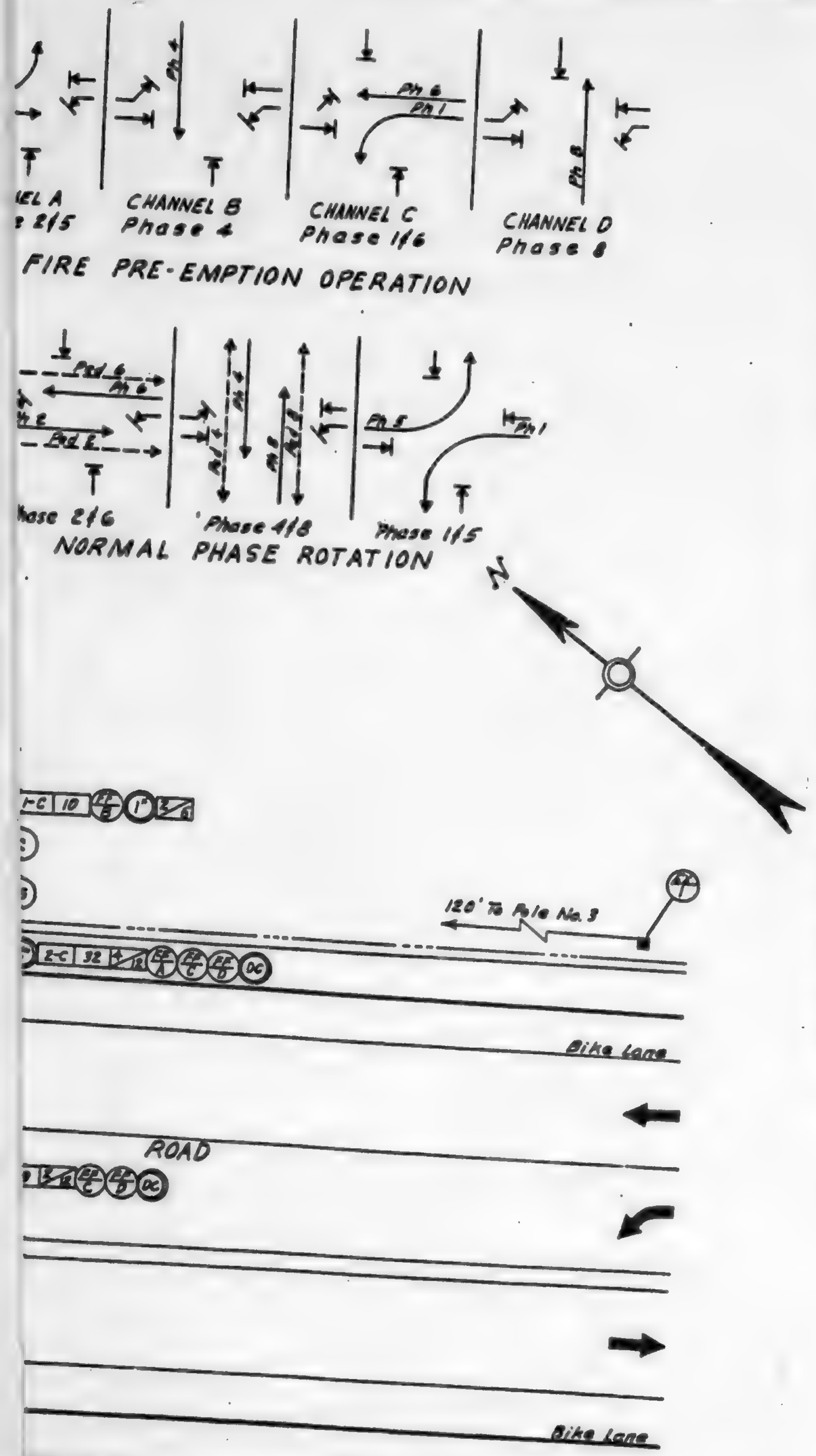
TRAFFIC SIGNAL INSTALLATION
OATFIELD RD. AT CONCORD RD. SEC.
OATFIELD ROAD
CLACKAMAS COUNTY

DATE

T.E. DWG. NO.

SIGNAL PLAN
S.E. OATFIELD RD. AT S.E. CONCORD RD.

SCALE 0 10 20 40 FEET



NEL A
e 2/5
CHANNEL B
Phase 4
CHANNEL C
Phase 1/6
CHANNEL D
Phase 8
Ph 6
Ph 1
Ph 4
Ph 8
FIRE PRE-EMPTION OPERATION
Ped 6
Ph 6
Ph 2
Ped 2
Ph 4
Ped 4
Ph 8
Ped 8
Ph 5
Ph 1
Phase 2/6
Phase 4/8
Phase 1/5
NORMAL PHASE ROTATION
N
2-C
10
1"
120' To Pole No. 3
2-C
32
DC
Bike Lane
ROAD
Bike Lane

L E G E N D

EP	Maintain and protect existing power pole.
EL	Maintain and protect existing luminaire pole.
C	Install Model 170 Controller in Model 332 Cabinet. Refer to cabinet adapter and cabinet foundation widening details to enlarge existing controller foundation.
MA/T	Install type (T) standard traffic signal mast arm pole.
V/Ph	Install phase (Ph) vehicle signal.
PV/Ph	Install phase (Ph) programmed vehicle signal.
P/T	Install type (T) modified pedestrian signal.
PB/Ph	Install phase (Ph) pedestrian pushbutton and instruction sign.
OS/IL	Install interior illuminated "LEFT TURN SIGNAL" sign.
TC	Install terminal cabinet.
SA	Install service cabinet with 60 amp circuit breaker for signal system
MS	Install 120 volt meter base.
DL	Refer to detector plan for information.
JB/3	Install 17¼" x 10¾" x 12" precast concrete junction box with cast iron cover (See TES Dwg. No. 1471).
C	Install No. 8 type THWN wire (signal system common).
N	Install (N) No. 14 type THWN wires.
N/G	Install (N) No. (G) type THW wire.
S"	Install (S) inch electrical conduit.
CS	Install 2 inch conduit stub for future use (cap ends).
DC	Detector conduit (see detector plan).
PE/Ch	Install channel (Ch) one-way fire pre-emption detector unit.
FP/Ch	Install channel (Ch) fire pre-emption detector feeder cable.

T = Type Shown
L = Length Shown
Ph = Phase Shown
N = Number Shown
G = AWG Size Shown

S = Size Shown
Ch = Channel Shown
E = Elevator Plumbizer
456 = 12" R, 12" Y, 12" G
460 = 12" R, 12" Y, 12" GLTA

PRELIMINARY COPY
FEB 13 1985
SUBJECT TO MUTUAL REVIEW

use existing pole bases or
[illegible] not install closer than existing
[illegible] poles to intersecting street.

R E Straight

3/7/85
DATE

REGISTERED PROFESSIONAL ENGINEER
L. E. GEORGE
2/18/85

DESIGNED BY: [illegible]
CHECKED BY: [illegible]

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
OATFIELD RD. AT CONCORD RD. SEC.
OATFIELD ROAD
CLACKAMAS COUNTY

DATE ____

T.E. DWG. NO. ____

10,375

OREGON STATE HIGHWAY DEPARTMENT

TO: ~~WAYNE SCHULTE~~

SUBJECT: Signal Plans
Oatfield Rd. at Concord Rd.

FROM: Curt Duval

DATE: February 28, 1985

No comments from C. Duval, E. J. Dunn, T. Schwab, J. Kaiser, D. Fleming, D. Simpson, D. Fantz, and J. McClure.

Following comments were:

Ron Failmezger - A copy of plans with noted comments was forwarded to Salem Traffic on 2-19-85 from Traffic Operations in Milwaukie. All comments are highlighted.

Curtis H. Duval

cc: Rick Kuehn

(SIGNATURE)

PLEASE REPLY HERE

SE Oatf.
~~Per Trout~~:

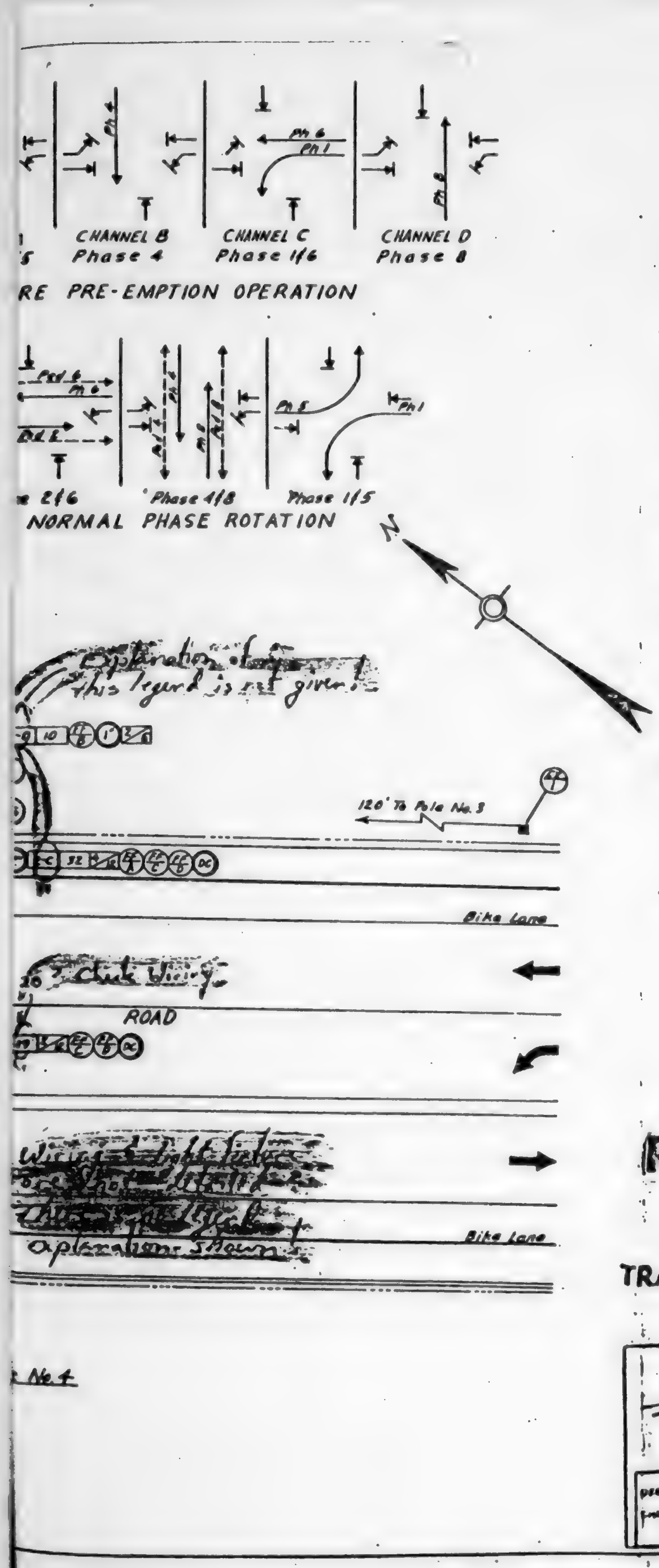
Comments from Metro Reg. staff returned to you for further handling. No comments received from Clack. Co. as yet.

Original forwarded to Traffic 3-6-85 RLW

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
MAR 4 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

CC: ___ Wayne Schulte (SIGNATURE) 3/1/85 (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.


CHANNEL B
Phase 4
CHANNEL C
Phase 1/6
CHANNEL D
Phase 8
Ph 4
Ph 6
Ph 1
Ph 8
RE PRE-EMPTION OPERATION
Ped 6
Ph 6
Ped 2
Ph 2
Ph 4
Ph 8
Ph 5
Ph 1
2/6
Phase 4/8
Phase 1/5
NORMAL PHASE ROTATION
N
Explanation of ... this legend is not given!
10
120' To Pole No. 3
Bike Lane
? Check Wiring
ROAD
Wiring ... operations shown
Bike Lane
No. 4

SIGNAL PLAN

S.E. OATFIELD RD. AT S.E. CONCORD RD.

SCALE 0 10 20 40 FEET

LEGEND

- Maintain and protect existing power pole.
- Maintain and protect existing luminaire pole.
- Install Model 170 Controller in Model 332 Cabinet. Refer to cabinet adapter and cabinet foundation widening details to enlarge existing controller foundation.
- Install type (T) standard traffic signal mast arm pole.
- Install phase (Ph) vehicle signal.
- Install phase (Ph) programmed vehicle signal.
- Install type (T) modified pedestrian signal.
- Install phase (Ph) pedestrian pushbutton and instruction sign.
- Install interior illuminated "LEFT TURN SIGNAL" sign.
- Install terminal cabinet.
- Install service cabinet with 60 amp circuit breaker for signal system
- Install 120 volt meter base.
- Refer to detector plan for information.
- Install 17¼" x 10¼" x 12" precast concrete junction box with cast iron cover (See TES Dwg. No. 1471).
- Install No. 8 type THWN wire (signal system common).
- Install (N) No. 14 type THWN wires.
- Install (N) No. (G) type THW wire.
- Install (S) inch electrical conduit.
- Install 2 inch conduit stub for future use (cap ends).
- Detector conduit (see detector plan).
- Install channel (Ch) one-way fire pre-emption detector unit.
- Install channel (Ch) fire pre-emption detector feeder cable.

T = Type Shown
L = Length Shown
Ph = Phase Shown
N = Number Shown
G = A-G Size Shown

S = Size Shown
Ch = Channel Shown
E = Elevator Plumbizer
4S6 12" R, 12" Y, 12" G
4S6 12" R, 12" Y, 12" GLTA

RECEIVED
FEB 15 1985
TRAFFIC OPERATIONS

PRELIMINARY COPY
FEB 13 1985
SUBJECT TO MUTUAL REVIEW

L. L. GEORGE
4/18/85

DESIGNED BY: MG
CHECKED BY: JH

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
OATFIELD RD. AT CONCORD RD. SEC.
OATFIELD ROAD
CLACKAMAS COUNTY

DATE

T.E. DWG. NO.

OREGON STATE HIGHWAY DEPARTMENT

TO: WAYNE SCHULTE

SUBJECT: OATFIELD RD. AT CONCORD RD.

FROM: CURT DUVAL

DATE: JANUARY 30, 1985

NO COMMENTS FROM C. DUVAL, E. J. DUNN, T. SCHWAB, D. FLEMING, D. SIMPSON, D. FANTZ, AND J. McCLURE

FOLLOWING COMMENTS WERE:

JEFF KAISER — QUESTIONING 6' WIDTHS ON SHEET 2.
Rd Approach disregard 3'
Curt Duval

cc RICK KUEHN

Curtis H. Duval
Annie L. Thompson
(SIGNATURE)

PLEASE REPLY HERE

Don Trout -
Comments from Metro Region returned to you for further handling.

Original forwarded to Final Design 2-6-85

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
FEB 01 1985
REFER TO Local Program
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

CC: ______ Wayne Schulte (SIGNATURE) 1/31/85 (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

Overall Length 0.195 Mile

OATFIELD RD. AT CONCORD RD. SEC. OATFIELD ROAD CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HES

F OREGON

TRANSPORTATION

WAY DIVISION

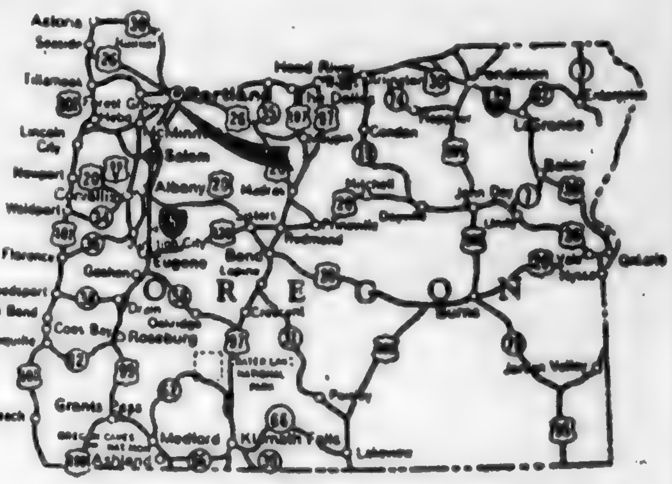
PRELIMINARY COPY
JAN 11 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

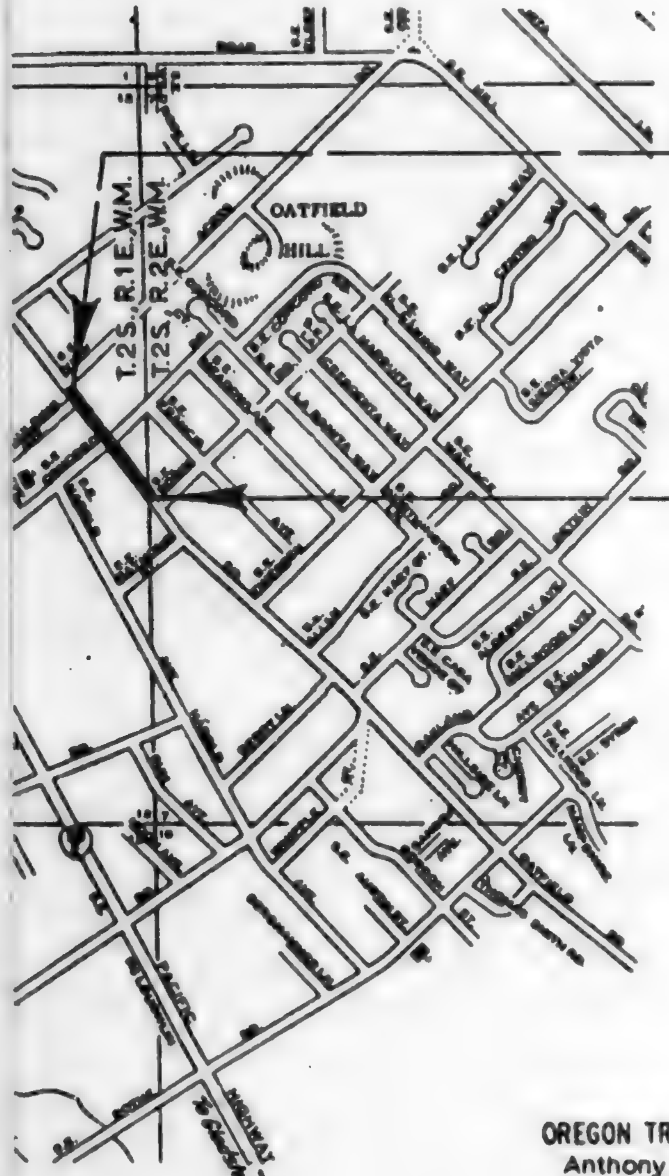
ROPOSED PROJECT

CONCORD RD. SEC.

ELD ROAD

MAS COUNTY


Astoria
Seaside
Tillamook
Hood River
Lincoln City
Newport
Salem
Albany
Corvallis
Waldport
Florence
Eugene
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Bend
Redmond
Burns
Madras
The Dalles
Pendleton
La Grande
Baker
Ontario
Vale
John Day
Jordan Valley
O R E G O N


OATFIELD
HILL
T.2S. R.1E. W.M.
T.2S. R.2E. W.M.
OATFIELD
PACIFIC HIGHWAY
To Clackamas

BEGINNING OF PROJECT
Sta. 7+60

END OF PROJECT
Sta. 17+90

N

H. S. Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

ch Map
800 1600 Feet

Irr. 7-6
Co. 3

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

December 14, 1984

J. H. Versteeg
Road Design Engineer

File 54279
Oatfield Road at Concord Road Section
~~Oatfield Road (County Road)~~
Clackamas County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By:

J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

10,075

10-9-84

S. Oatfield Road at S.E. Concord ad

NARRATIVE REPORT

Prefix: 203-1924

"Signal Revision"

Purpose

The purpose of this survey is to reduce the rear-end and left-turn vehicle accidents at the intersection of S.E. Oatfield Road and S.E. Concord Road. The project will remove and restripe S.E. Oatfield Road to provide one through-lane northbound and southbound, a 100-foot, storage-length, left-turn lane northbound, and an 80-foot, storage-length, left-turn lane southbound. The existing two-phase signal will be replaced with a five-phase signal. Widening of S.E. Oatfield Road will occur to accommodate a five-foot bicycle-lane through the intersection.

Authority

Authority for survey was approved by State Highway Engineer, Scott Coulter, on April 4, 1984.

Funding

Funding from HES, programmed construction cost of $67,000.

Termini

The project is located within Clackamas County, and follow along S.E. Oatfield Road (Market Road No. 34) at the intersection of S.E. Concord Road. The northerly terminus of this project is Station 'P' 7+20, north of S.E. Spaulding Avenue. The southerly terminus of this project is at Station 'P' 17+90, north of S.E. Robin Road (County Road No. 2171) an overall length of 0.2 miles.

Horizontal Alignment

The horizontal alignment follows the existing roadway with widening to occur from Station 7+20 to 9+54 rt. & from Station 15+12 to 17+90 lt.

Vertical Alignment

The vertical alignment follows the existing grade.

Horizontal Control

Clackamas County Assessor's plats, and Private Survey No. 11211, were used to establish bearings and coordinates.

Property - Right-of-way corner ties were found and tied by this office. All field findings are in agreement with the right-of-way maps and the supporting property deeds.

Vertical Control

Assumed elevation 100.00 on southeast bolt of signal pole, northeast corner of S.E. Oatfield Road and S.E. Concord Road. Elevation shots were taken with a Zeiss level and a Lenker rod.

Standards

State of Oregon standards were used in the design of this project.

Exceptions to Standard

None anticipated.

Right-of-Way

The widening and construction of this project is located within the existing 60-foot right-of-way.

A construction easement, for the purpose of constructing a safe and "standard" driveway connection, will be needed from Ronald and Rosemary

Right-of-Way (continued)

Densem. The easement will be needed from Station 15+92.5 to Station 16+15, from 54° feet left of 'P' line to 85° feet left of 'P' line.

Signalization

The existing signal will be replaced with a five-phase signal.

The signal poles at the intersection of Oatfield and Concord roads are Ameron, Pole Products Division, Oakland, California. The pole identifying numbers are SP 3-12-28-2567A, SP 7-10-28-2567A, SP 7-10-28-2567A, and SP 3-10-28-2567A. Those portions of the existing signal not used in this project are to be salvaged and delivered to Clackamas County.

Roadway Typical Section

The design roadway typical calls for:

5'	12'	14'	12'	5'
Bike Lane	Travel Lane	Left-turn Lane	Travel Lane	Bike Lane

The left-turn lane will taper 40:1, easing into the existing striped roadway on the north and south ends of the project.

Surfacing

The existing surface will remain. The construction areas shall be surfaced with 14" aggregate base rock, a 2" asphalt-concrete leveling course, and a 2" asphalt-concrete top course.

No overlay is planned due to an estimated cost of $15,500.

Materials Source

Commercial suppliers in Portland.

Excavation

This project contains 97 cubic yards of material listed as Bid Item No. 6, "Trench Excavation". This project will require 31 cubic yards of fill material, leaving 66 cubic yards to be removed from the construction site. A shrink/swell factor of 1.33 was used to calculate the adjusted fill.

Utilities

Utility Location Contact:	Mail Correspondence To:
PORTLAND GENERAL ELECTRIC COMPANY Chuck Kostow, Telephone 226-8749 121 S.W. Salmon Street Portland, OR 97204	STEVE HAWKE Chief Field Engineer (same)
NORTHWEST NATURAL GAS COMPANY Don Thomas, Telephone 226-4211, Ext.4348 220 N.W. Second Avenue Portland, OR 97209	D. W. "Jack" MILLS Supervisor (same)
PACIFIC NORTHWEST BELL TELEPHONE COMPANY Lindsey Miller, Telephone 242-8637 421 S.W. Oak Street Portland, OR 97204	DON SCHMIDT (Olive) Engineering Manager (same)
OAK LODGE SANITARY DISTRICT Scott Patterson, Telephone 653-1653 13707 S.E. Fairoaks Drive Milwaukie, OR 97222	SCOTT PATTERSON Field Supervisor (same)
OAK LODGE WATER DISTRICT C. E. "Chuck" Wilcox, Telephone 654-7765 14496 S.E. River Road Milwaukie, OR 97222	CHARLES WILCOX Superintendent Post Office Box 68537 Milwaukie, OR 97222
LIBERTY CABLE TELEVISION Linda Petersin, Telephone 225-1984,Est.313 3439 S.W. Bond Avenue Portland, OR 97201	LINDA PETERSON Utility Coordinator (same)

Drainage

The existing drainage system will remain unchanged. The proposed construction will divert the drainage to the existing system.

The inlet at Station 16+21 lt. is bicycle safe.

Clearing and Grubbing

Clearing consists of removing a 10-inch evergreen at Station 8+34 rt., and two 8-inch alders at Station 16+44 lt.

Grubbing will be minimal; a few narrow strips of grass and the roots of the above identified trees.

Mailboxes

There are seven mailboxes total within the construction area. Of the seven, three are mounted on single posts and the remaining four are mounted two on each single post.

The mailboxes will be moved back of the proposed edge of the pavement, keeping the boxes safe and accessible.

Temporary Protection and Mobilization

The proposed construction falls outside the existing travel lanes. There may be a need to route the vehicle travel through an adjustable, coned lane. Signing will be necessary, and there is the need of a flagperson for safety reasons during peak motorist hours.

Construction will be staged in sections, causing the least impact on the motoring public. Accesses to adjacent properties will be maintained during construction.

Estimate

The total cost for signal revision and surfacing is $75,730.

JAR:ebg

SUMMAR — BID SCHEDULE — COST TIMATE

OREGON STATE HIGHWAY DIVISION

Prefix: 203-1924

SECTION SE Oatfield Road @ SE Concord Road ' Signal Revision'		REFERENCE NAME/PHONE Goldsby 238-8245	COUNTY Clackamas	SHEET 1 OF 1
KIND OF WORK Signal Revision, Widening, Striping	KEY NUMBER	LENGTH 0.2 Mi.	DATE 10-8-84	NAME Dave Parker 378-6386

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization	110	LS	All	8%	552
2	Temporary Protection & Direction of Traffic	111	LS	All	3%	207
3	Temporary Signs	111	Sq. Ft.	148	6.00	888
4	Flaggers	111	Hour	40	17.00	680
5	Clearing & Grubbing	201	LS	All	500.00	500
6	Trench Excavation	206	Cu. Yd.	97	15.00	1,455
7	Aggregate Base	304	Ton	96	12.00	1,152
8	Class 'B' or 'C' Asphalt Concrete	403	Ton	30	40.00	1,200
9	Asphalt Tack Coat	407	LS	All	200.00	200
10	Asphalt Concrete Walk	610	LS	All	50.00	50
11	Adjust Mailbox	628	Each	7	40.00	280
12	Seeding & Mulching	681	LS	All	500.00	500
				SUB-TOTAL		7,664
	Engineering & Contingencies items 1-12				40%	3,066
	Traffic Signal Modification incls. 18% E&C	660 661	LS	All	~~65,000~~	75,000 ~~65,000~~
					TOTAL	75,730
	ADDITIONAL ANTICIPATED ITEMS:					
	Permanent Striping					949

734-1736 (REV. 2-84)

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section SE Oatfield St. @ SE. Concord Rd. **Highway** Co. Roads **County** Clackamas

Assigned By A. [illegible] (Signal Rev.) **Designer** A. Davies **Date** 11-19-[illegible]

Directions Review project data.

Narrative By Designer Reviewed project data and [illegible] complete for the proposed scope. The project is basically a revision of a traffic signal from 3-phase to 5 phase and restriping the existing 4-Lane pavement to provide 2 through lanes (12') a 14' Turning lane, & 2 5 ft. shoulder bike lanes. Minor widening [illegible] required at both ends of the project to provide adequate width for tapers.

the radii on the westerly side of the intersection are substandard, and there is nothing proposed to correct this situation. I checked with E.J. Dunn [illegible] person and she said [illegible] discuss at region level and they decided to leave them as they are. Reasons for this decision are cost, conflict with retaining walls on the N.E. corner, and the Turning movements will be as easy or [illegible] to make [illegible] are now.

The ℄ has been co-ordinated with assumed coordinates, but is tied to several property [illegible] and one monument. Since no R/W is required [illegible] should be adequate.

I checked the estimate quantities & unit costs and they appear to be reasonable. I also checked with Traffic on signal costs and they [illegible] estimate to $35,730 [illegible] $25,7[illegible]

Archie Davies
11-20-84

75 TKP 7-6

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO: HES-9665(13)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO

5. ITEM NO: 40221

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/18/84
8. FEDERAL ROUTE NUMBER: FAU 9665
9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION
Oatfield Road at Concord Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $24,700 FF $22,230
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER (Specify):

13. REMARKS

As requested by Mr. Potter's letter of 6/8/84.

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO Potter
FOR
Info | Lines | R/D | D/R | Sign | Act | File

14. DATE: 6/18/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 8, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40221
Project No. HES-9665 (13)
Oatfield Rd. @ Concord Rd. Section
County Road
Clackamas County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Investigation Report, Collision Diagram, Signal Warrant Comparison and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $24,700 with an obligation of $22,230 in Federal funds.

DRH:me
Attachments
cc: L.E. George
E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Gary Zehner w/att.
General Files

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6-8-84

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 Co. Rd., 1.2 mi. N.E. of NCL West Linn 65		11,500	- - - (66) (70)	- - (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	28 PE, Chan. & Traf. Sig. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 HES- 20	7 9665

CARD

CLASS OF FEDERAL FUNDS: Hazard Elimination Program

NAME OF URBAN AREA: 17-31 Portland

COUNTY NAME: Clackamas

ROUTE NO. U | FEDERAL-AID 9665 (52) | STATE Co. Rd. (56) | (57) U.S. ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (90%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE**	(12)		0.0	24,700	22,230		2,470
5					**ROW**							
5					**CONST** (CODE) Y031 Y008	(12) (12)	"Oatfield Rd. @ Concord Rd. Section"	0.0	67,000	60,300		6,700

CARD	CODE							
1	1	PREPARED BY	PROJECT TOTALS	0.0	91,700	82,520		9,170
1	14	PROGRAM APPROVAL DATES	10-1-83		(16) (23)	(24) (31)	REMARKS	

Key # 02382

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

6-8-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 1.2 mi. N.E. of NCL West Linn	ADT	PRESENT 11,500	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 141	ITEM NO. 40221

OSED WORK (35 typewriter Traf. Sig.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) HES-	NUMBER 9665	SEQ. NO. (13)	I. Projects Only POST MI.	DESIG.

UNDS
imination Program

COUNTY NAME Clackamas			CODE 005	PROGRAM STAGE	
ROUTE NO. U	FEDERAL-AID 9665	STATE Co. Rd.	U.S. ----	☐ 1 OR	☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (90%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE	(12)		0.0	24,700	22,230		2,470	
ROW								
CONST (CODE) Y031 Y008	(12) (12)	"Oatfield Rd. @ Concord Rd. Section"	0.0	67,000	60,300		6,700	ROW - 60' normal; Access Control-None; Parking Restrictions None
ED BY		PROJECT TOTALS	0.0	91,700	82,520		9,170	

APPROVAL DATES
10-1-83

REMARKS

USCOMM DUSCOMM-DC 48908-P61

Oatfield Rd. @ Concord Rd. Section

Existing Facility: Traffic signal controlled intersection.

Oatfield Rd. (FAU 9665) -- Bituminous surfaced roadway is striped for 4 lanes at intersection.

Concord Rd. (FAU 9678 Westside-Non Eastside) -- Bituminous surfaced 2 lane roadway at intersection.

Adjacent Sections: Same as "Existing Facility" above.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Install up-graded multiphase traffic signal, restripe to channelized intersection providing left-turn lanes on Oatfield Rd., utility adjustments as required and incidentals common to this type of project.

Right-of-Way: None required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

23 CFR 771 Requirements: Statewide categorical exclusion concurred in by FHWA on February 25, 1980.

Clearinghouse Review: None required.

FHPM 4-4-2 Requirements: Urban transportation planning not applicable as the project will not result in an alteration of land use or traffic flow patterns which would require a significant change in planning completed or under way.

FHPM 7-7-5 Requirements:

1) Public Hearing --- None required under Oregon Action Plan.
2) Location/Design --- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 5.
2) Included in FY '84 under "Projected Federal Fund Obligations & Balances".

151175

TRA 7.6F

May 31, 1984

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 8127

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment at the Oatfield Road-Concord Road intersection.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: March 29, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Oatfield Road @ Concord Road (Clackamas County)

Clackamas County has requested a project to upgrade the traffic signal and install left turn channelization at the subject intersection.

Construction will be by contract with State and County Forces performing the necessary engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
County	Oatfield Rd @ Concord Rd Clackamas County	$77,000	$69,300	0	$7,700

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

George

L. E. GEORGE - TRAFFIC ENGINEER

on my report

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED:

H S Coulter

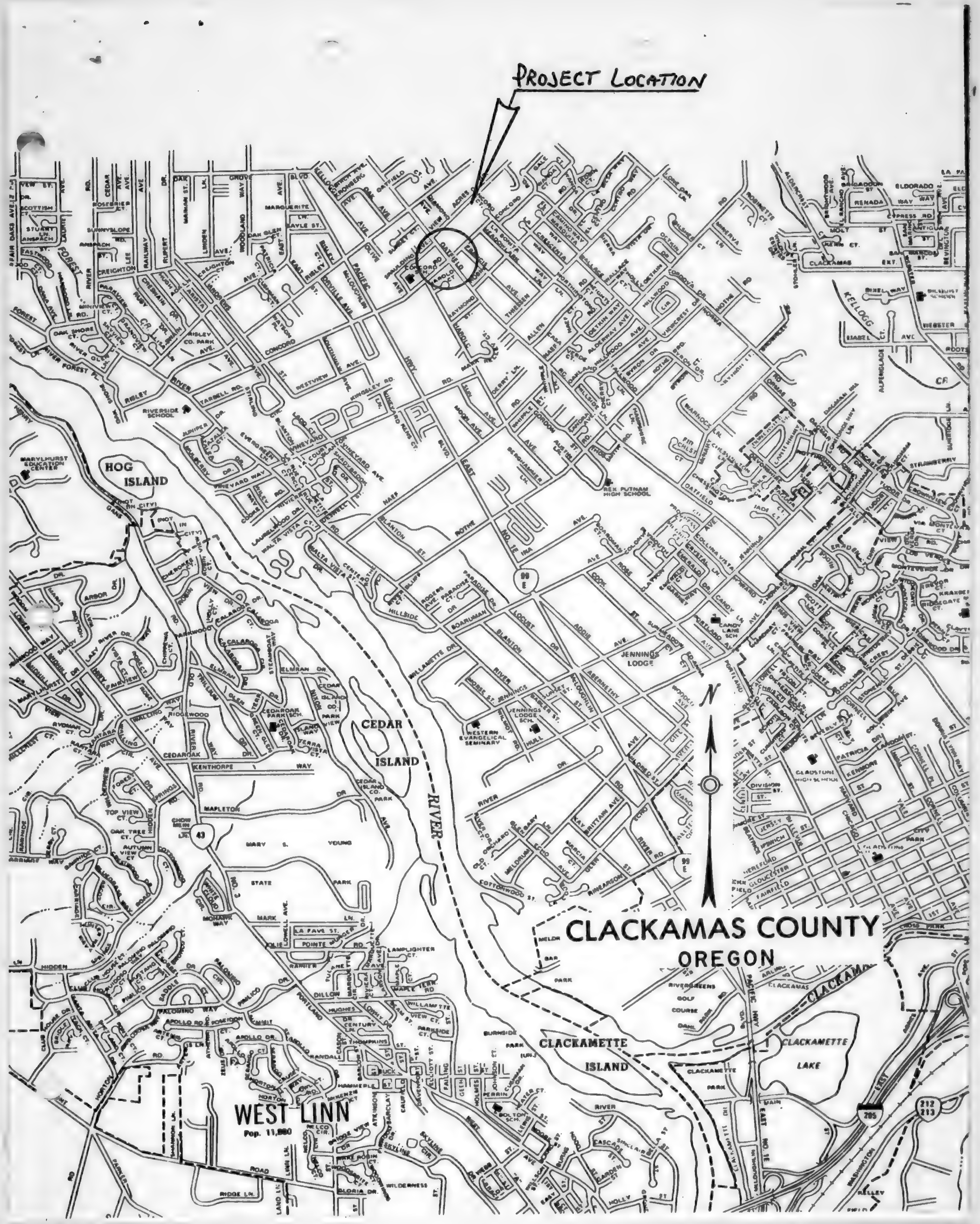
State Highway Engineer

DATE: 4-3-84

orig Gormsen
cy/ George 4-4
[illegible]
Files

[illegible]

81-125-1387


PROJECT LOCATION
CLACKAMAS COUNTY
OREGON
N
WEST LINN
Pop. 11,880
HOG ISLAND
CEDAR ISLAND
CLACKAMETTE ISLAND
CLACKAMETTE LAKE
CLACKAMETTE PARK
RIVER
MARY S. YOUNG STATE PARK
JENNINGS LODGE
REX PUTNAM HIGH SCHOOL
RIVERSIDE SCHOOL
MARYLHURST EDUCATION CENTER
WESTERN EVANGELICAL SEMINARY
GLADSTONE HIGH SCHOOL
CANDY LANE SCH.
RIVERGREENS GOLF COURSE
KELLOGG
CLACKAMAS
99E
43
205
212
213

10250

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02382

SECTION: Oatfield @ Concord - Signalization

REGION: Metro Region

FAU 9665 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 203-1924

DATE: 5-2-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		200
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		11,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 24,700
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES - 9665(13)

LOCATION ENGINEER'S REMARKS

The purpose of the project is to reduce rear end and left turning vehicle accidents. The intersection has an accident history and traffic volumes have increased since 1975 when the original improvement was constructed. The project is needed to reduce accidents and improve capacity for through traffic flow. The project will restripe existing roadway to provide one thru-lane each direction on Oatfield Road plus a left-turn bay. The 2-phase signal will be upgraded to a 5-phase signal. No impacts will occur - the project consists of a signal replacement and converting two travel lanes to left-turn bays. Contractor forces will perform the work.

Approved by State Hwy. Engr. 4-4-84

PREPARED BY	DATE 1-29-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/15/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5/14/84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-18-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - [illegible]ROJECT REQUEST

10250
SEE INSTRUCTIONS ON REVERSE

KEY ID # 02382			
SECTION Oatfield ^KY^ @ Concord - Signalization			REGION Metro Region
STATE HIGHWAY #	HIGHWAY NAME Oatfield Road	MILE POST FROM TO	LENGTH 300'
☐ URBAN ☐ RURAL	CITY Milwaukie/Gladstone	COUNTY Clackamas	ROAD/STREET NAME Oatfield @ Concord Intersection
ROUTE # FAU 9665	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Clackamas County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 10
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$ 0	
SIGNALS	$ 65	
ILLUMINATION	$ 0	
TEMPORARY PROTECTION	$ Incl. above	
signing & striping	$ 2	
40% ENGINEERING & CONTINGENCIES	$ Incl. above	
TOTAL CONSTRUCTION		$ 67
TOTAL ESTIMATE		$ 77

PROJECT DATA		
GRADING	(✓)	0
PAVING	(✓)	0
STRUCTURES	(✓)	0
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	0
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	0
RIGHT OF WAY ACQUISITIONS	(S,C,A)	0

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
~~☒ COUNTY FORCE~~
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		Y
AVERAGE DAILY TRAFFIC	11,500	14,000
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

The intersection has an accident history of rear-end and left turning accidents.

PROPOSED SOLUTION

Provide one through lane each direction plus a left-turn lane each approach on Oatfield Road.

REQUESTED, REGION ENGINEER	DATE 1/29/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PR ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02382

SECTION
Oatfield @ Concord - Signalization

REGION
Metro Region

PROJECT JUSTIFICATION

The purpose of the project is to reduce rear end and left turning vehicle accidents. The intersection has an accident history and traffic volumes have increased since 1975 when the original improvement was constructed. The project will restripe Oatfield Road to provide one thru travel lane each direction, add left-turn bays on both approaches and upgrade the 2-phase signal to a fully actuated 5-phase signal (see sketch).

No impacts will occur - the project consists of a signal replacement and converting two travel lanes to left-turn bays.

ADMINISTRATION RECOMMENDATION

10250

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02382

SECTION: Oatfield @ Concord - Signalization

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A-95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 2-ph.	NEW (#) 5-ph.

RIGHT-OF-WAY						UTILITIES	(LIST BELOW)
ACQUISITIONS		RELOCATIONS				COMPANIES	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			N/A	
N/A							
RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 35	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER Bike Lane	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER Bike Lane	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
						12	12	0	12	12						
				5'		~~5~~	12	14	12	5		5'				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					

STRUCTURE DATA

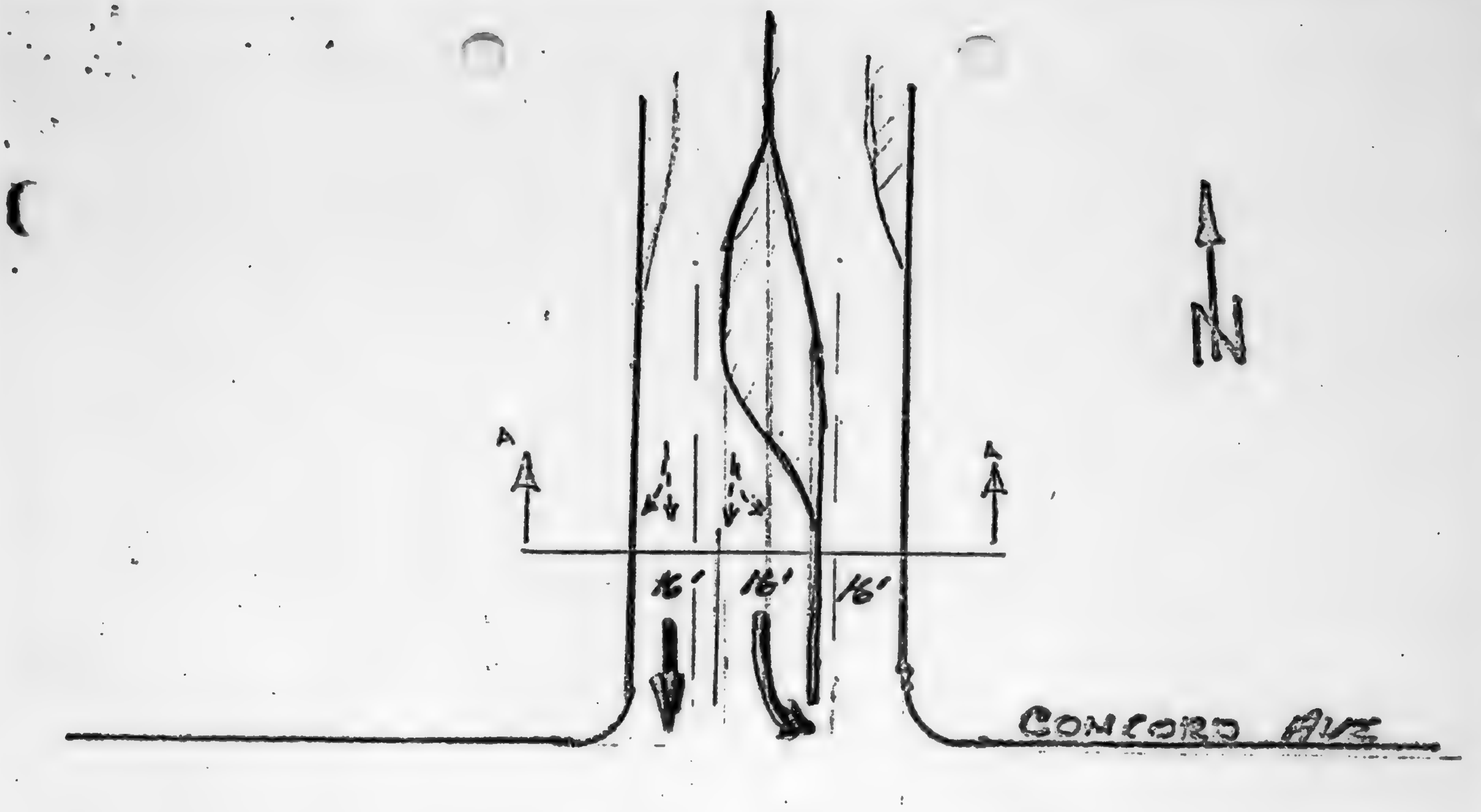
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 5/11/84

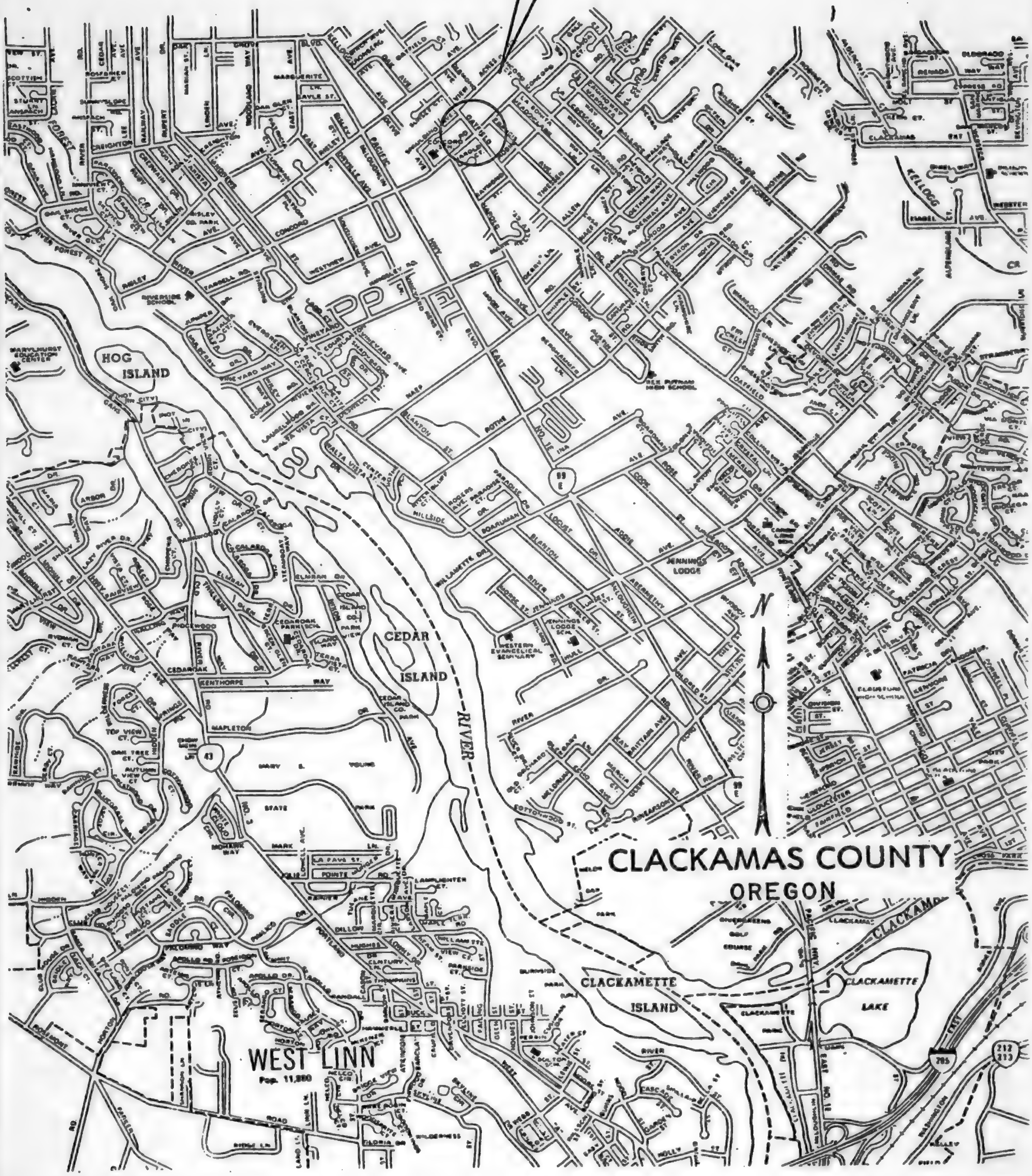
734-1912 (7-82)


N
A
A
16'
16'
16'
CONCORD AVE
5
12
16'
14
16'
12
5
16'
JENNINGS AVE
Oakfield
SECTION A-A
12'
12'
12'
12'
EXISTING
LEFT TURN BAY
16'
16'
16'
5
12
14
12
5
PROPOSED

Need Bike Lanes

12/83

PROJECT LOCATION


CLACKAMAS COUNTY
OREGON
WEST LINN
HOG ISLAND
CEDAR ISLAND
CLACKAMETTE ISLAND
CLACKAMETTE LAKE
RIVER
N
CLACKAMAS
JENNINGS LODGE
MARY S. YOUNG STATE PARK
KELLOGG
43
99E
205
212
213

1985 Charles Mack Br. Sec, 10,076
Jenkins Prairie Rd. SE Myrtle Point.
(grading and structure)

C-A 7965 10-11-83
C&A 12,028 4-3-85

10076

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AG	CURRENT DOCUMENT NUMBER
		02	147188
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
		5/18/88	0000610061-00

Coos County
County Courthouse
Coquille, Oregon 97423

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0760

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C10076-011	L02	8011			844010	10	$4,403.46

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final Settlement on BROS 600(2 & 8), Charles Mack (Jenkins Prairie) Road, Agreement #7965.

	TOTAL PRICE
Total Project Cost	$191,728.84
Less: FHWA Participation	(149,925.38)
Less: County's Advance Deposit	(37,400.00)

PROGRAM SECTION
MANAGER ____ OFFICE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAY 19 1988
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 4,403.46

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz (INVOICE PREPARER) PH. 378-6514

734-1150 (11-86)

10,076

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 21, 1988

COUNTY: COOS AGREEMENT NO: 7965 PROJECT NO: BROS-600(2 & 8)

CONTRACT NO: 10076 SECTION: Charles Mack (Jenkins Prairie) Road

PRELIMINARY ENGINEERING (Prefix No. C206-1982):

	Participating	Nonparticipating
Project Manager	$ 91.56	
OBEC	9,450.00	
Final Design	151.31	
Region Geology	992.27	
Audit Services	84.25	
Location	4.05	
Program Section	37.51	
Specifications	283.24	
Environmental Section	36.84	
Structural Foundations	1,042.97	$ 122.92
Surface Design Engineer	146.32	
Hydraulics	63.87	
Accounting	-0-	38.43
TOTAL PE COST	$ 12,384.19	$ 161.35

CONSTRUCTION (Prefix C10076):

	Participating	Nonparticipating
Payment to the Contractor	$ 152,135.70	
Liquidated Damages	(150.00)	
Interest on Final Payment	-0-	$ 114.22
Work by OBEC	22,970.36	29.64*
Project Manager	-0-	999.50*
Region Office	-0-	784.72*
Accounting Section	66.48	166.54*
Construction Branch	-0-	219.25*
Technical Services	-0-	479.82*
Program Section	-0-	38.94*
Materials Section	-0-	1,328.13*
Total Construction Costs	$ 175,022.54	$ 4,160.76

SUMMARY:

Participating PE Cost	$ 12,384.19
Participating Construction Cost	175,022.54
Total Participating Cost	$ 187,406.73

FEDERAL FUNDS:

PE (80%)	$ 9,907.35	
Construction (80%)	140,018.03	$(149,925.38)
Subtotal		37,481.35
Plus Nonparticipating Co. Const.		4,322.11
Less County's Advance Deposit		
PE AD #83-106	$ 3,000.00	
Const. AD #85-62	24,300.00	
Const. AD #85-69	10,100.00	(37,400.00)
BALANCE DUE FROM COUNTY		$ 4,403.46

MKS:jc

*Charges are nonparticpating construction engineering costs because it exceeds the 15% federal limit.

10,076

3-1-88

C10076

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE OREGON	FEDERAL AID PROJECT NO. BROS-600(8)
PROGRAM APPROVED	VOUCHER PERIOD From: 6-5-85 To: 2-9-88

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	179,183.30	175,022.54	80%	140,018.03	140,018.03	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_______________ *State Highway Agency*

By _______________ *Authorized Officer* *Date* 3-1-88

Assistant Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _______________

Amount Approved $ _______________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Charles Mack (Jenkins Prairie Rd.) Bridge Section County in Coos County					
	Construction Type Code X080 Bridge Replacement (Sta. 6 + 50 to Sta. 10 + 00)					
	Final Contract Payment Summary		Lump Sum		152,135.70	
	Construction Engineering					
	Liquidated Damages		Lump Sum		(150.00)	
	Work by OBEC		All Required		22,970.36	
	Total Participating Construction Engineering				22,820.36	
	Misc. Project Cost					
	Audit Expense		All Required		66.48	
	Total Participating Project Cost				175,022.54	
	Non Participating Project Cost					
	Interest on Final Payments		AllRequired		114.22	
	Construction Engineering (State)		All Required		4,016.90	
	Work by OBEC		All Required		29.64	
	Total Non Participating Project Cost				4,160.76	
	Total Project Cost				179,183.30	
	Prepared based on Participating Cost as shown on the Federal Billing as of 3-3-88.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT** BR05-600(8)

Payable to: P& F Const
PO Box 232
Gates OR 97346

Project No.:
Hwy. Agr. No.:
Contract No.: 10076

Project:
Estimate No.: 6 Final
Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1500.00		
	Interest on 1504.00 from			
	1/16/86 - 6/12/86. 154 days			
	@ .7417/day =	114.22		
	Totals			
	Retained ___%			
	Total Payments	1614.22		

Approved by:

Prepared by: J Henry

Common Data Elements
Doc. No. RW C10076

CPS = 4.00

06/08/6
Month Day Year

Agency 02 Vendor # 0000962294 Suf 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10076	000	8011					1500.00	C10076		
02	223	↓	001	↓	349				114.22			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARYMENY OF YRANXPORYAYION
HIGHWAY DIVISION
FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

[illegible] # 0135 6-18-86

CONTRACT NUMBER: C10076 ESTIMATE NUMBER: 006 P. & F. CONSTRUCTION

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
AMOUNT TO DATE:		151,985.70	0.00	1,500.00	0.00
PRIOR AMOUNT:		151,981.70	0.00	1,500.00	0.00
PRESENT AMOUNT:		4.00	0.00	0.00	0.00

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
C10076	011	4.00	0.00	0.00	0.00
	TOTAL	4.00	0.00	0.00	0.00

F. Morris

BROS.600(8)

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                    OREGON DEPARYMENY OF YRANXPORYAYION                                   5##67W*0
                            HIGHWAY DIVISION
    CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE              PAGE     1
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S.Tek # 0135   6-15-86

```
UMBER:  C10076          ESTIMATE NUMBER: 006           P. & F. CONSTRUCTION

                CONTRACT            LIQUIDATED              RETAINAGE         FORCE ACCOUNT           NETPAY
 NUMBER          PAYMENT              DAMAGE                                     AMOUNT

DATE:          151,985.70                0.00               1,500.00                0.00           150,485.70
NT:            151,981.70                0.00               1,500.00                0.00           150,481.70

OUNT:                4.00                0.00                   0.00                0.00                 4.00
 SUB-           CONTRACT            LIQUIDATED              RETAINAGE         FORCE ACCOUNT           NETPAY
 NUMBER          PAYMENT              DAMAGE                                     AMOUNT

  011                4.00                0.00                   0.00                0.00                 4.00

OTAL:                4.00                0.00                   0.00                0.00                 4.00
```

Morris

BROS.600(8)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY COOS	CONTRACT NO. C10076	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY COUNTY ROAD NO 154 (OFF SYSTEM)	FEDERAL AID PROJECT NO. BROS0600008		
SECTION CHARLES MACK (JENKINS PRAIRIE RD) BR			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
001	11 MOBILIZATION		LUMP SUM	15000.0000	100.000	15000.00	1500
002	11 TEMP PROTECTION & DIR OF TRAFFIC		LUMP SUM	1000.0000	100.000	1000.00	100
003	11 TEMPORARY SIGNS		SQ FT	10.0000	30.000	300.00	30
004	11 TEMPORARY BARRICADES		EACH	100.0000	4.000	400.00	40
005	11 CLEARING AND GRUBBING		LUMP SUM	1000.0000	100.000	1000.00	100
006	11 REMOVAL OF STRUCTURES &	OBSTRUCTIONS	LUMP SUM	1000.0000	100.000	1000.00	100
007	11 GENERAL EXCAVATION		CU YD	10.0000	45.500	455.00	45
008	11 FINISHING ROADBED AND	SLOPES	LUMP SUM	2000.0000	100.000	2000.00	200
010	11 15-INCH CULVERT PIPE		LIN FT	10.0000	30.000	300.00	30
011	11 GUARD RAIL TYPE 2A		LIN FT	24.0000	100.000	2400.00	240
012	11 GUARD RAIL TYPE 3		LIN FT	34.0000	100.000	3400.00	340
013	11 GUARD RAIL ANCHORS TYPE 1		EACH	400.0000	4.000	1600.00	160
014	11 GUARD RAIL END PIECES	TYPE C	EACH	100.0000	4.000	400.00	40
016	11 SHORING CRIBBING ETC		LUMP SUM	2000.0000	100.000	2000.00	200
017	11 STRUCTURE EXCAVATION		CU YD	30.0000	38.000	1140.00	114
018	11 SPECIAL WALL BACKFILL		CU YD	20.0000	36.100	722.00	72
019	11 FURNISH PILE DRIVING	EQUIPMENT	LUMP SUM	12893.0000	100.000	12893.00	1289
020	11 FURNISH HP 10x42 STEEL	PILING	LIN FT	15.0000	157.000	2355.00	235
021	11 DRIVE STEEL PILES		LIN FT	1.0000	157.000	157.00	15
022	11 STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	14000.0000	100.000	14000.00	1400
023	11 130'/135' DECK BULB-TEE	PREST BEAMSEACH	EACH	20300.0000	3.000	60900.00	6090
024	11 REINFORCEMENT		LUMP SUM	4000.0000	100.000	4000.00	400
025	11 METAL RAIL WITH TUBING		LIN FT	50.0000	275.000	13750.00	1375
	PRICE AGREEMENT ITEMS						
3001A	11 DELETE BI 15	TYPE 2 FENCE	LIN FT	10.0000	251.000	2510.00	251
3002A	11 1 1/2"-0 AGGREGATE BASE	DELETE BI 9	TON	15.0000	563.580	8453.70	845
	ADJUSTMENT ITEMS						
6001A	11 LIQUIDATED DAMAGES		DAY	150.0000-	1.000	150.00-	15

DATE 06 12 86 PG. 01 C10076	TOTAL CONTRACT ITEMS	
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	
CHECKED BY:	FORCE ACCOUNT	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	

AYMENT VOUCHER

TE HIGHWAY DIVISION

COUNTY
COOS

CONTRACT NO.
C10076

ESTIMATE NO.
6

PREFIX NO'S.

HIGHWAY
COUNTY ROAD NO 154 (OFF SYSTEM)

FEDERAL AID PROJECT NO.
BROS0600008

SECTION
CHARLES MACK (JENKINS PRAIRIE RD) BR

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ZATION		LUMP SUM	15000.0000	100.000	15000.00	15000.00	
ROTECTION & DIR OF	TRAFFIC	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
ARY SIGNS		SQ FT	10.0000	30.000	300.00	300.00	
ARY BARRICADES		EACH	100.0000	4.000	400.00	400.00	
NG AND GRUBBING		LUMP SUM	1000.0000	100.000	1000.00	1000.00	
L OF STRUCTURES &	OBSTRUCTIONS	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
EXCAVATION		CU YD	10.0000	45.500	455.00	451.00	4.00
ING ROADBED AND	SLOPES	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
H CULVERT PIPE		LIN FT	10.0000	30.000	300.00	300.00	
RAIL TYPE 2A		LIN FT	24.0000	100.000	2400.00	2400.00	
RAIL TYPE 3		LIN FT	34.0000	100.000	3400.00	3400.00	
RAIL ANCHORS TYPE 1		EACH	400.0000	4.000	1600.00	1600.00	
RAIL END PIECES	TYPE C	EACH	100.0000	4.000	400.00	400.00	
G CRIBBING ETC		LUMP SUM	2000.0000	100.000	2000.00	2000.00	
URE EXCAVATION		CU YD	30.0000	38.000	1140.00	1140.00	
L WALL BACKFILL		CU YD	20.0000	36.100	722.00	722.00	
H PILE DRIVING	EQUIPMENT	LUMP SUM	12893.0000	100.000	12893.00	12893.00	
H HP 10x42 STEEL	PILING	LIN FT	15.0000	157.000	2355.00	2355.00	
STEEL PILES		LIN FT	1.0000	157.000	157.00	157.00	
URAL CONCRETE	CLASS 3300	LUMP SUM	14000.0000	100.000	14000.00	14000.00	
35' DECK BULB-TEE	PREST BEAMSEACH	EACH	20300.0000	3.000	60900.00	60900.00	
RCEMENT		LUMP SUM	4000.0000	100.000	4000.00	4000.00	
RAIL WITH TUBING		LIN FT	50.0000	275.000	13750.00	13750.00	
E AGREEMENT ITEMS							
BI 15	TYPE 2 FENCE	LIN FT	10.0000	251.000	2510.00	2510.00	
-0 AGGREGATE BASE	DELETE BI 9	TON	15.0000	563.580	8453.70	8453.70	
STMENT ITEMS							
ATED DAMAGES		DAY	150.0000-	1.000	150.00-	150.00-	

PG. 01 C10076	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	CONTRACT NO. C10076	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMO

Type Code "P" Construction Cost "P" Liquidated Damages Total Cost

X080 $152,135.70 <150.00> $151,985.70

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 06 12 86 PG. 02 C10076	TOTAL CONTRACT ITEMS	151985.70	151981
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

YMENT VOUCHER

HIGHWAY DIVISION

COUNTY	CONTRACT NO. C10076	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT

Type Code	"P" Construction Cost	"P" Liquidated Damages	Total Cost
X080	$152,135.70	<150.00>	$151,985.70

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PG. 02 C10076	TOTAL CONTRACT ITEMS	151985.70	151981.70	4.00
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

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REPORT FMRP224-1                                                                                        PAGE 18,781

                                       OREGON DEPARTMENT OF TRANSPORTATION
                                          JOB COST SUMMARY BY EA/SUBJOB
                                                AS OF 03/31/88

02  HIGHWAY DIVISION

C2061096-010     CHARLES MACK BR                      EA TYPE   :    10  BRIDGE REPLACEMENT
  EA STATUS: 04  PROJECT IN CONSTRUCTION PHASE        RESP UNIT: 8011  PROJECT MANAGER-8011-REGION          TOTAL:  GRAND


                                                                                   TOTAL-          PCT OF
                                                      BUDGET      CURRENT MONTH    TO-DATE         BUDGET     ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                      4.71

   EXPENDITURES BY ACTIVITY
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                   103.93          103.93
     ACT: 921  PREPARE SPECIFICATIONS AND ESTIMATE                   306.10          306.10
   TOTAL EXPENDITURES BY ACTIVITY                                    410.03          410.03

 TOTAL EXPENDITURES                                                  410.03          414.74
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PAGE      1

                  JOB COST SUMMARY RUN ON  04-18-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 04/15/88

                                   CREW        CURRENT        BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER        MONTH            DATE
--        -------- ---------- ------       -------        ----------
C10076             001        0521                               8.74
C10076             001        8011                             148.32
C10076             136        0500                               7.12          Part                     Non Part
C10076             199        8011                              21.95
C10076             220 -      8011                        [redacted]   22,970.36            29.64
C10076             300        8011
C10076             349        8011                        [redacted]
C10076             504        0612                              48.57
C10076             504        7000                        [redacted]
C10076             550        3000                              24.30
C10076             550        8215                              21.20
C10076             555        0521                              15.02
C10076             598        0631
ACTIVITY                                                       176,207.54 SUBTOTAL

C10076    010      001        0521                               8.74
C10076    010      001        0821                             205.50
C10076    010      130        8051                              13.75
ACTIVITY   010                                                     227.99 SUBTOTAL

C10076    050      001        0500                              66.48
ACTIVITY   050                                                      66.48 SUBTOTAL

C10076    201      300        8011                        [redacted]
C10076    201      304        8011
ACTIVITY   201                                                             SUBTOTAL

C10076    900      001        3000                              70.71
C10076    900      001        3015                             365.48
C10076    900      001        7120                              64.02
C10076    900      030        3015                              53.03
C10076    900      106        7120                              33.00
C10076    900      130        3000                               1.77
C10076    900      130        8051                              27.34
C10076    900      470        4300                               1.97
C10076    900      470        8011                              22.40
C10076    900      550        8011                              33.60
C10076    900      598        0523
ACTIVITY   900                                                     573.32 SUBTOTAL   Region ✓

C10076    901      001        0521                              43.70
C10076    901      001        0522                               8.74
C10076    901      504        7361                              13.96
C10076    901      504        7400                               8.45

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  04-18-88
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 04/15/88

                                   CREW         CURRENT       BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER         MONTH          DATE
--        -------- ---------- ------        -------       ----------
ACTIVITY    901                                                              74.85 SUBTOTAL

C10076    905      030        7300                            33.91
ACTIVITY    905                                                              33.91 SUBTOTAL

C10076    920      001        0631                            38.94
ACTIVITY    920                                                              38.94 SUBTOTAL

C10076    921      504        0100                           117.40
ACTIVITY    921                                                             117.40 SUBTOTAL

C10076    940      001        8213                            14.55
C10076    940      001        8221                            87.28
C10076    940      550        8200                             7.30
C10076    940      551        3000                            64.00
C10076    940      551        3011                           384.00
C10076    940      551        3015                           558.00
C10076    940      551        8051                            39.00
C10076    940      551        8213                            32.00
C10076    940      551        8215                           120.00
C10076    940      551        9997                            22.00
ACTIVITY    940                                                           1,328.13 SUBTOTAL

EA          C10076 TOTAL                                            178,768.56


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                    JOB COST SUMMARY RUN ON  04-05-88
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 04/01/88

                                         CREW   MSA            CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL    NUMBER FIELD            MONTH              DATE
--        ------ -------- ----------    ------ -----           --------         ----------
C10076    000             001           8011                                       848.32
OBJ-DETAIL 001                                                                     848.32

C10076    000             136           0500                                         7.12
OBJ-DETAIL 136                                                                       7.12

C10076    000             504           0612                                        48.57
C10076    000             504           7000                                       112.40
OBJ-DETAIL 504                                                                     160.97

C10076    000             550           3000                                        24.30
C10076    000             550           8215                                        21.20
OBJ-DETAIL 550                                                                      45.50

C10076    000             555           0521                                        15.02
OBJ-DETAIL 555                                                                      15.02

ACTIVITY                                                                         1,076.93 SUBTOTAL

C10076    000    010      001           0821                                       205.50
OBJ-DETAIL 001                                                                     205.50

C10076    000    010      130           8051                                        13.75
OBJ-DETAIL 130                                                                      13.75

ACTIVITY   010                                                                     219.25 SUBTOTAL

C10076    000    900      001           3000                                        70.71
C10076    000    900      001           3015                                       365.48
C10076    000    900      001           7120                                        64.02
OBJ-DETAIL 001                                                                     500.21

C10076    000    900      030           3015                                        53.03
OBJ-DETAIL 030                                                                      53.03

C10076    000    900      106           7120                                        33.00
OBJ-DETAIL 106                                                                      33.00

C10076    000    900      130           3000                                         1.77
C10076    000    900      130           8051                                        27.34
OBJ-DETAIL 130                                                                      29.11

C10076    000    900      470           4300                                         1.97
C10076    000    900      470           8011                                        22.40

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                              JOB COST SUMMARY RUN ON  04-05-88
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 04/01/88

                                                CREW   MSA              CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD             MONTH            DATE
--        ------ -------- ---------- ------ -----            -------       ----------
OBJ-DETAIL 470                                                                  24.37

C10076    000    900      550        8011                                       33.60
OBJ-DETAIL 550                                                                  33.60

ACTIVITY   900                                                                 673.32 SUBTOTAL

C10076    000    901      504        7361                                       13.96
C10076    000    901      504        7400                                        8.45
OBJ-DETAIL 504                                                                  22.41

ACTIVITY   901                                                                  22.41 SUBTOTAL

C10076    000    905      030        7300                                       33.91
OBJ-DETAIL 030                                                                  33.91

ACTIVITY   905                                                                  33.91 SUBTOTAL

C10076    000    920      001        0631                                       38.94
OBJ-DETAIL 001                                                                  38.94

ACTIVITY   920                                                                  38.94 SUBTOTAL

C10076    000    940      001        8213                                       14.55
C10076    000    940      001        8221                                       87.28
OBJ-DETAIL 001                                                                 101.83

C10076    000    940      550        8200                                        7.30
OBJ-DETAIL 550                                                                   7.30

C10076    000    940      551        3000                                       64.00
C10076    000    940      551        3011                                      384.00
C10076    000    940      551        3015                                      558.00
C10076    000    940      551        8051                                       39.00
C10076    000    940      551        8213                                       32.00
C10076    000    940      551        8215                                      120.00
C10076    000    940      551        9997                                       22.00
OBJ-DETAIL 551                                                               1,219.00

ACTIVITY   940                                                               1,328.13 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      3,392.89

C10076    001             349        8011                                      114.22

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     6

                          JOB COST SUMMARY RUN ON  04-05-88
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 04/01/88

                                                CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 349                                                                 114.22

ACTIVITY                                                                       114.22 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                        114.22

C10076   010               220        8011                                      29.64
OBJ-DETAIL 220                                                                  29.64

C10076   010               598        0631                                   2,888.12
OBJ-DETAIL 598                                                               2,888.12

ACTIVITY                                                                     2,917.76 SUBTOTAL

C10076   010     900       598        0523                                     714.04
OBJ-DETAIL 598                                                                 714.04

ACTIVITY   900                                                                 714.04 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                      3,631.80

C10076   011               001        0521                                       8.74
OBJ-DETAIL 001                                                                   8.74

C10076   011               199        8011                                      21.95
OBJ-DETAIL 199                                                                  21.95

C10076   011               220        8011                                  22,970.36
OBJ-DETAIL 220                                                              22,970.36

C10076   011               300        8011                                 151,985.70
OBJ-DETAIL 300                                                             151,985.70

C10076   011               598        0631                                  -2,888.12
OBJ-DETAIL 598                                                              -2,888.12

ACTIVITY                                                                   172,098.63 SUBTOTAL

C10076   011     010       001        0521                                       8.74
OBJ-DETAIL 001                                                                   8.74

ACTIVITY   010                                                                   8.74 SUBTOTAL

C10076   011     050       001        0500                                      66.48

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  04-05-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 04/01/88

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 001                                                           66.48

ACTIVITY   050                                                           66.48 SUBTOTAL

C10076   011    201      300        8011                                150.00
OBJ-DETAIL 300                                                          150.00

C10076   011    201      304        8011                               -150.00
OBJ-DETAIL 304                                                         -150.00

ACTIVITY   201                                                                 SUBTOTAL

C10076   011    900      598        0523                               -714.04
OBJ-DETAIL 598                                                         -714.04

ACTIVITY   900                                                         -714.04 SUBTOTAL

C10076   011    901      001        0521                                 43.70
C10076   011    901      001        0522                                  8.74
OBJ-DETAIL 001                                                           52.44

ACTIVITY   901                                                           52.44 SUBTOTAL

C10076   011    921      504        0100                                117.40
OBJ-DETAIL 504                                                          117.40

ACTIVITY   921                                                          117.40 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                             171,629.65

EA         C10076 TOTAL                                             178,768.56



*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10.076 jc cc: OSHD (D. R. Adams)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

#10076

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 1-22-88	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-0600(8)
COMPLETION DATE (Actual) 10-07-85	ACCEPTANCE DATE BY CONRTACT AGENCY 5-23-86	TIME ELAPSED 102 %	CONTRACT TIME 70 CD

LOCATION

Charles Mack (Jenkins Prairie Rd.) Bridge Section about 12 miles southeast of Myrtle Point.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
V. E. SCHWART

1. **DESCRIPTION OF IMPROVEMENT AS PROGRAMED:**

   A. Construction of roadbed grading and aggregate base.

   B. Construction of Bridge No. 16689 over Myrtle Creek. Length: 130 feet. Roadway Width: 18 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. **CONTRACTOR'S NAME:**

   P & F Construction

3. **CONTRACT AMOUNT:**

   $151,985.70

4. **CERTIFICATION:** I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
FEB 11 '88
REFER TO Fredrickson
FOR

by 2/12

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engr.	DATE 2/1/88	TITLE District Engineer	DATE 2/9/88

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,076

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

9-11-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-600(2)
PROGRAM APPROVED	**VOUCHER PERIOD** **From:** 10/24/83 **To:** 6/4/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
12,545.54	12,384.19	80%	9,907.35	9,907.35	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed: the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ Controller *Authorized Officer* 9/11/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 2,849.94	
	OBEC Consulting	All Required			9,450.00	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$12,299.94**	
	Miscellaneous Project Costs					
	Audit Expense (Pre-award evaluation)	All Required			$ 84.25	
	TOTAL PARTICIPATING PROJECT COSTS				**$12,384.19**	
	Non Participating Project Costs					
	State Participating Project Costs	All Required			$ 161.35	
	TOTAL PROJECT COST				**$12,545.54**	
	Prepared based on the participating project cost as shown on the Federal Billing as of .					
	AMOUNT CARRIED FORWARD					

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

PAGE 324
RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-0600-001									
F01553									
AGREEMENT TOTALS	103,919.45	74,320.00	96,770.76	80.00	74,320.00	77,416.61	3,096.61	B	.00
FED PROJ TOTALS	103,919.45	74,320.00	96,770.76		74,320.00	77,416.61	3,096.61	B	.00
FEDERAL PROJECT: BROS-0600-002									
F01555									
C2061982-000	13.50	.01	13.50						
C2061982-001	38.43	.00	.00						
C2061982-010	122.92	.00	.00						
C2061982-011	12,370.69	9,907.34	12,370.69						
AGREEMENT TOTALS	12,545.54	9,907.35	12,384.19	80.00	9,907.35	9,907.35	.00		.00
FED PROJ TOTALS	12,545.54	9,907.35	12,384.19		9,907.35	9,907.35	.00		.00
FEDERAL PROJECT: BROS-0600-006									
F01560									
C2061994-000	2,488.34	142.15	2,488.34						
C2061994-010	16.57	.00	.00						
C2061994-011	24,996.44	21,845.67	24,996.44						
AGREEMENT TOTALS	27,501.35	21,987.82	27,484.78	80.00	21,987.82	21,987.82	.00		.00
FED PROJ TOTALS	27,501.35	21,987.82	27,484.78		21,987.82	21,987.82	.00		.00
FEDERAL PROJECT: BROS-0600-007									
F03741									
C10099 -000	32,988.80	35,023.54	32,988.80						
C10099 -001	297.78	.00	.00						
C10099 -010	332.01	.00	.00						
C10099 -011	210,487.91	159,757.83	210,487.91						
AGREEMENT TOTALS	244,106.50	194,781.37	243,476.71	80.00	195,931.00	194,781.37	.00		.00
FED PROJ TOTALS	244,106.50	194,781.37	243,476.71		195,931.00	194,781.37	.00		.00
FEDERAL PROJECT: BROS-0600-008									
F03685									

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              JUNE 1985       PAGE  936
                                                                                        FISCAL        GRAND TOTAL
                                                                                                        TO DATE
    DESCRIPTION                    PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH        YEAR TO DATE
                              206   1982     298    00 N 9          16.89              9,495.56        9,580.82
                              206   1982     901    00 P 1          74.36                 91.56           91.56
                              206   1982     904    00 P 1                             9,450.00        9,450.00
                              206   1982     905    00 P 1          80.89                171.72          171.72
                              206   1982     910    00 P 1                               992.27          992.27
                              206   1982     915    01 P 1                                                84.25
                              206   1982     918    00 P 1                                                 4.05
                              206   1982     920    00 P 1                                19.32           37.51
                              206   1982     921    00 P 1         236.48                283.24          283.24
                              206   1982     923    00 P 1          36.84                 36.84           36.84
                              206   1982     926    00 P 1                             1,042.97        1,042.97
                              206   1982     926    00 N 1                               122.92          122.92
                              206   1982     933    00 P 1                               146.32          146.32
                              206   1982     937    00 P 1                                63.87           63.87
                                             TOT    P1             428.57             12,298.11       12,404.60
                                             TOT    N1                                   122.92          122.92
                                         ** JOB TOTALS **          428.57   **        12,421.03  **   12,527.52  **

                                                                                                                  STATE
JOE NEY SLOUGH (CROWN PT RD)  CONT NO        FA PROJ NOS BROS0600003 100
                              206   1988     296    00 N 9           7.56CR           18,024.70CR     18,024.70CR
                              206   1988     298    00 N 9           7.56             18,024.70       18,024.70
                              206   1988     901    00 P 1            .30CR               67.51           67.51
                              206   1988     904    00 P 1                            20,833.08       20,833.08
                              206   1988     906    00 P 1            .58CR              152.38          152.38
                              206   1988     910    00 P 1            .35CR               76.68           76.68
                              206   1988     911    00 P 1            .43CR               95.54           95.54
                              206   1988     913    00 P 1            .21CR               46.67           46.67
                              206   1988     918    00 P 1                                 5.63            5.63
                              206   1988     923    00 P 1           5.62CR            1,245.89        1,245.89
                                             TOT    P1               7.49CR           22,523.38       22,523.38
                                         ** JOB TOTALS **            7.49CR**         22,523.38  **   22,523.38  **

                                                                                                                  STATE
DANIALS CR BR #11C144         CONT NO        FA PROJ NOS BROS0600004 100
                              206   1991     296    00 N 9         106.35CR           15,032.07CR     15,032.07CR
                              206   1991     298    00 N 9         106.35             15,032.07       15,032.07
                              206   1991     901    00 P 1            .23CR               51.03           51.03
                              206   1991     904    00 P 1                            11,100.00       11,100.00
                              206   1991     906    00 P 1                                 2.10            2.10
                              206   1991     910    00 P 1            .38CR               84.27           84.27
                              206   1991     918    00 P 1                                 5.91            5.91
                              206   1991     926    00 P 1          38.01              7,249.52        7,249.52
                              206   1991     933    00 P 1            .83CR              185.33          185.33
                              206   1991     935    00 P 1            .22CR               48.76           48.76
                              206   1991     937    00 P 1            .45CR               99.07           99.07
                                             TOT    P1              35.90             18,825.99       18,825.99
                                         ** JOB TOTALS **           35.90   **        18,825.99  **   18,825.99  **
```

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                                                                              FISCAL          GRAND TOTAL
    DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                          205   1995     907      00 P 1                                         145.24
                          205   1995     910      00 P 1                                          44.43
                          205   1995     911      00 P 1                                         152.15
                          205   1995     914      00 P 1                                         225.03
                          205   1995     914      00 N 1                                          51.25
                          205   1995     918      00 P 1                                          48.97
                          205   1995     920      00 P 1                                         215.36
                          205   1995     921      00 P 1                                       1,317.90
                          205   1995     922      00 P 1                                          23.27
                          205   1995     923      00 P 1                                         175.90
                          205   1995     927      00 P 1                         37.35CR       2,220.08
                                         TOT      P1                                          32,454.00
                                         TOT      N1                                              51.25
                                      XX JOB TOTALS XX            XX                XX        32,505.25  XX

                                                                                                           STATE
 COL CO PVMT MRKG PRCJ #2    CONT NO     X FA PROJ NOS PMS 0005109 100
                          205   1996     296      00 N 9                         21.90CR       4,922.68CR
                          205   1996     297      00 N 9                         21.90            21.90
                          205   1996     298      00 N 9                                       4,900.78
                          205   1996     901      00 P 1                                       1,160.32
                          205   1996     905      00 P 1                                       2,682.99
                          205   1996     920      00 P 1                                         148.41
                          205   1996     921      00 P 1                                         898.44
                          205   1996     921      00 N 1                                          21.90
                          205   1996     922      00 P 1                                          10.62
                                         TOT      P1                                           4,900.78
                                         TOT      N1                                              21.90
                                      XX JOB TOTALS XX            XX                XX         4,922.68  XX

                                                                                                           STATE
 S FORK COQUILLE RIV BR      CONT NO     X FA PROJ NOS SOS 0600001 100
                          206   1939     296      00 N 9                                       6,181.64CR
                          206   1939     297      00 N 9                                         610.00
                          206   1939     298      00 N 9                                       5,571.64
                          206   1939     901      00 P 1                                          94.70
                          206   1939     905      00 P 1                                         156.27
                          206   1939     9           P 1                                         937.18
                          206   1939     9           P 1                                       1,777.01
                          206   1939     91          N 1                                         217.50
                          206   1939     9        00 P 1                                         935.38
                          206   1939     920      00 P 1                                          66.00
                          206   1939     921      00 P 1                                         826.37
                          206   1939     926      00 P 1                                       1,700.84
                                         TOT      P1                                           6,493.75
                                         TOT      N1                                             217.50
                                      XX JOB TOTALS XX            XX                XX         6,711.25  XX

                                                                                                           STATE
 CHARLES MACK(JENKNS PR)BR   CONT NO     X FA PROJ NOS BROS0600002 100
                          206   1982     296      00 N 9      16.89CR          9,495.56CR      9,580.82CR
```

```
                  JOB COST SUMMARY RUN ON  04-18-88
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 04/15/88

                                  CREW         CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL  NUMBER        MONTH          DATE
--        -------- ----------  ------        -------     -----------
C2061982                       0100                        12,527.52 ***
ACTIVITY                                                              12,527.52 SUBTOTAL

C2061982 050       001         0500                            38.43
ACTIVITY   050                                                            38.43 SUBTOTAL

C2061982 905       030         7300                           -33.91
C2061982 905       130         7300                            13.50
ACTIVITY   905                                                           -20.41 SUBTOTAL

EA          C2061982 TOTAL                                            12,545.54


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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11/08/86
                                                              JOB COST SUMMARY
                                                   EA/  BJOB/ACTIVITY/OBJ-DETAIL CREW-NU
                                                          PAYROLL CHARGES ARE LOADED

                                                            CREW         MSA
              EA        SUBJOB    ACTIVITY    OBJ-DETAIL   NUMBER       FIELD

          C2061982       000        905          130        7300
          C2061982       000        905          130        7300

          C2061982       000        905          130

          C2061982       000        905

          C2061982       000

          C2061982       001        050          001        0500
          C2061982       001        050          001        0500

          C2061982       001        050          001

          C2061982       001        050

          C2061982       001

          C2061982
```

```
   JOB COST SUMMARY                                                        PAGE      48
B/ACTIVITY/OBJ-DETAIL CREW-NUMBE
AYROLL CHARGES ARE LOADED

  CREW        MSA                 CURRENT                    CURRENT
 NUMBER      FIELD                 MONTH                     BALANCE

  7300                                      .00                          13.50
  7300                                      .00                          13.50

                                            .00                          13.50

                                            .00                          13.50

                                            .00                          13.50

  0500                                      .00                          38.43
  0500                                      .00                          38.43

                                            .00                          38.43

                                            .00                          38.43

                                            .00                          38.43

                                            .00                          51.93
```

10,076

June 3, 1986

CON 5 - 10,076

Amwest Surety Insurance Co.
516 SE Morrison St.
Portland, OR 97214

Contract No. 10,076 awarded to P & F Construction for work on Charles Mack Bridge on Jenkins Prairie Road in Coos County was completed on December 17, 1985, and accepted by the State Highway Division on May 23, 1986.

Final payment in the amount of $1,504 will be released to the contractor after June 9, 1986. The total contract amount is $161,985.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

fkn
cc P & F Construction
P.O. Box 232
Gates, OR 97346

bc C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

10,076

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10076

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10076 ,	On Site Work Substantially Completed	October 7, 1985
All Work Completed	December 17, 1985		
Project	Charles Mack (Jenkins Prairie Rd.) Bridge		
Highway	County Road No. 154		
County	Coos		
Type of Work	Grading and Structure		
Contractor	P & F Construction		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

noted
[illegible]

6/3
surety letter ✓
[illegible]

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

10,076

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 4-96	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	4-14-86	Project Number BROS-600(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 17, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 171,774.00	$ 176,177.00
Federal funds	$ 137,419.00	$ 140,941.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of APR, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 4, 1986

FEDERAL AID PROJECT NO. BROS-0600(8)

CHARLES MACK (JENKINS PRAIRIE RD.) BRIDGE SECTION
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
BRIDGE REPLACEMENT (STA. 6+50 TO STA. 10+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Type 2 Fence (PA 1A)	$ 10.00	160	$ 1,600.00	251	$ 2,510.00
1"-0 Aggregate Base	15.00	500	7,500.00	563	8,445.00
			$ 9,100.00		$10,955.00

Increase	$ 1,855.00
Subtotal from estimate of July 11, 1985	151,343.00
Subtotal	$153,198.00
Engineering	22,979.00
Total	$176,177.00

Length of Structure 0.0 mi.

Federal Funds (80%)	$140,941.00
County Funds	35,236.00
Total	$176,177.00

Sub. Job 011 = 100%; Sub. Job 010 = 0%
Contract No. 10076
Prefix: 206-1982
C10076
Appn Code 117
RLC:bkb

N

TO BE COMPLETED BY FHWA 10076 7-109	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7 17 85	STATE Oregon COUNTY Coos PROJECT NO. BROS-0600(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Charles Mack (Jenkins Prairie Rd.) Bridge Sec.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-85	0.0

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 171,774.00	$ 137,419.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUL 17 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen, File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 11, 1985

FEDERAL AID PROJECT NO. BROS-0600(8)

CHARLES MACK (JENKINS PRAIRIE RD.) BRIDGE SECTION
COUNTY IN COOS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
BRIDGE REPLACEMENT (Sta. 6+50 to Sta. 10+00)

Mobilization	Lump Sum	All	Lump Sum	$ 15,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00
Temporary Signs	Sq. Ft.	30	10.00	300.00
Temporary Barricades	Each	4	100.00	400.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,000.00
General Excavation	Cu. Yd.	70	10.00	700.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	2,000.00
1"-0 Aggregate Base	Ton	500	15.00	7,500.00
15-Inch Culvert Pipe	Lin.Ft.	80	10.00	800.00
Guard Rail, Type 2A	Lin.Ft.	100	24.00	2,400.00
Guard Rail, Type 3	Lin.Ft.	100	34.00	3,400.00
Guard Rail Anchors, Type 1	Each	4	400.00	1,600.00
Guard Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fencing	Lin.Ft.	160	10.00	1,600.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	2,000.00
Structure Excavation	Cu.Yd.	30	30.00	900.00
Special Wall Backfill	Cu.Yd.	20	20.00	400.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	12,893.00
Furnish HP 10x42 Steel Piling	Lin.Ft.	150	15.00	2,250.00
Drive Steel Piles	Lin.Ft.	150	1.00	150.00
Structural Concrete, Class 3300 (35 cy)	Lump Sum	All	Lump Sum	14,000.00
130'/135' Deck Bulb-Tee Prestressed Beams	Each	3	20,300.00	60,900.00
Reinforcement (4,400 lbs.)	Lump Sum	All	Lump Sum	4,000.00
Metal Rail with Tubing	Lin.Ft.	275	50.00	13,750.00
				$150,343.00

ANTICIPATED ITEMS

Roadside Seeding & Mulching	All Required	$ 1,000.00
	SUBTOTAL	$151,343.00
	Engineering	20,431.00
	TOTAL	$171,774.00

Length of Project ---------- 0.0 mile

Federal Funds (80.0%)	$137,419.00
County Funds	34,355.00
Total Cost	$171,774.00

Group 011 = 100%; Group 010 = 0%
Contract No. 10076
Prefix: 206-1982
Prefix: C10076
(Appn. Code 117)

CPL:RC:jc

10276

County of Coos

Planning Department
Courthouse Annex
Coquille, Oregon 97423
Ph. 396-3121, ext. 210

Bill Grile, AICP
Planning Director

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

October 25, 1985

Mr. J. R. Perkins
Public Works Director
Coos County Highway Department
Coquille Or. 97423

RE: A.C.U. #85-65, 74, 75, 76, 77. Administrative Conditional Uses to replace five bridge structures in various areas of Coos County.

Dear Bud:

On October 25, 1985 you submitted an application with this office for an Administrative Conditional Use review to allow the county to replace five bridges in various rural areas of Coos County. Replacement will include structural streambank stabilization measures.

TECHNICAL INFORMATION;

1. Halls Creek: T29, R13, S10, ACU#85-65. This bridge is 75' long and 20' wide, and is made of log spans with wooden frame bents, setting on concrete pilings in the creek. The new construction will be of clear-span, prestressed concrete, no wood, and no piling in the creek. Highway re-alignment will be necessary as will streambank stabilization.

2. East Fork Coquille: T28, R10, S10, ACU#85-74. This bridge is 96' long and 14'wide and is made of wooden logs, clear span. The new bridge will be a 96' clear span with no bents or pilings.

3. Charlie Mack: T30, R11, S03, ACU#85-75. This bridge is 125' long and 16' wide, and is made of logs and piling tressel with a 65' log span. The new bridge will be a 130' clear span Bulb-Tee bent.

4. Evans Creek: T27, R12, S24C, ACU#85-76. This bridge is made of frame bents on concrete footings and treated wooden logs. The new bridge will be made of Bulb-Tees with a poured in place deck to facilitate a radius. Highway alignment will be required, as well as stream bank stabilization.

E.
CC Hart
Boyd
Gilmore
Done 11/6
em

5. Ernie Watkins: T29, R13, S19, ACU# 87-77. This bridge is 92' long and 20' wide and is made of wood and pile tressel. The new bridge will be clear-span pre-stressed concrete. The tressels will be removed from the creek.

An Administrative Conditional Use (ACU) must be approved by the Planning Director in order for Coos County to certify that the proposed project is consistent with the Coos County Zoning and Land Development Ordinance(ZLDO).

DECISION SUMMARY: The request for an Administrative Conditional Use to allow replacement of the above named bridges together with structural streambank stabilization measures is hereby granted.

Findings and Conclusions:

The decision is based on the following findings and conclusions:

1. The bridge replacements have the following zoning designations; Halls Creek-EFU (Exclusive Farm Use), East Fork-EFU, Charlie Mack-EFU, Evans Creek-RC (Rural Center), and Ernie Watkins-F (Forest). Pursuant to these zoning designations, "Shoreland Stabilization" (Structural) is allowed only upon approval of an ACU that addresses ZLDO Section 4.2.700 "Review Standards and Special Development", Condition #102.

   This review standard refers to Plan Implementation Stategy #5 (Coos County Comprehensive Plan, Volume I, Part-1 "Natural Hazards"), which requires,

   > "Coos County shall support structural protection measures when the applicant establishes that non-structural measures either are not feasible or inadequate to provide the necessary degree of protection."

2. The proposed fill necessary to replace the bridges is permitted outright in zones EFU, F, and RC.

3. Your statement submitted with the application serves as adequate justification for establishing that non-structural means (vegetative cover) are inadequate for streambank stabilization. Vegetative cover will be insufficient and take too long to grow to protect the streambank from the vibration of vehicular traffic.

DECISION:

Pursuant to the provisions of Article 5.2. of the Coos County Zoning and Land Development Ordinance, the Planning Director hereby finds that an Administrative Conditional Use Permit to allow replacement of the above-named bridges, including structural streambank stabilization means, is consistent with the acknowledged Coos County Zoning and Land Development Ordinance.

Section 5.8 of the ZLDO provides for appeal of this administrative decision to the Hearings Body if said appeal is filed by a party with standing within fifteen (15) days of the date notice of the decision is published in The World newspaper (November 15, 1985). This means appeals filed after December 2, 1985 will not be considered timely.

Please call the Planning Department if questions arise.

Sincerely,
COOS COUNTY PLANNING DEPARTMENT

Bill Grile

Bill Grile, Director
BG/kb

Findings prepared by Harry Edminster, Planner

cc: Jack Ayers, ODOT
Glen Hale, DLCD
Patti Snow, DLCD
Marge Akers, DSL
E.S. Hunter, ODOT
file

10,076

N

HIGHWAY DIVISION

NOTIFICATION OF COMMENCEMENT AND COMPLETION DATES FOR CONTRACT PROJECTS

10-15-85

OBEC #24-6

Project Name (Section) Charles Mack (Jenkins Prairie Road) Bridge		Contract No. 10,076
Highway Jenkins Prairie Rd, Co. Rd. #154	County Coos	Prefix E.A. C10076
Contractor P & F Construction Co.		F.A. Project No. BROS-0600 (8)
Project Manager (Sign) Gary R. Gilliam	Date Gary R. Gilliam, 10-15-85	Date of Award 7-3-85

FIRST NOTIFICATION

Date ____________________ on which the erection of a plant or the development of aggregate sources or the performance of a contract construction operation began.

SECOND NOTIFICATION

XC From NEAVOLL

	Specified Completion (from contract)	Days charged	Date(s) the work was completed and the time charge stopped
(a)	10-6-85	71	10-7-85
(b)			NOTED ON CARD
(c)			11-21-85 dlp

Known items necessary to complete the requirements for "Third Notification" are—

1. 15" culvert pipe certs.
2. Guardrail certs (flex beam, posts, blocks, end pieces, and anchor hardware).
3. Type 2 Fence certs.
4. Bridge flex beam rail certs.
5. Invoice for foreign steel angle irons used in bridge rail.

97

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CE ____ CAE ____ RECEIVED LS ____ TC ____
COE ____ OM CB SA ____ CC ____
OE ____ OCT 18 1985 FE ____ CP ____
CA ____ PQC ____
CAN ____ CONSTRUCTION OCS ____
EEO ____ SECTION FILE ____

THIRD NOTIFICATION

Date ____________________ on which all contract work was completed, including corrective work, equipment and plant removal, site cleanup, and Project Manager's receipt of all certifications, bills, forms and other documents required under the contract.

Distribution—	Instructions—
✓ Original to Construction Branch ____ Copy to Contractor's Headquarters ____ Copy to Region Engineer ____ Copy to Project Manager's File	Submit for each notification date as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Report the second notification as each phase of work is completed. Report the second notification at the beginning and ending of establishment work.

Form 734-3233 (Rev. 7-82)

10,076

OBEC #24-6

N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Charles Mack (Jenkins Prairie Rd) Bridge	WEEK ENDING 10-12-85	SECTION PREFIX E. A. C10076
HIGHWAY Co. Rd. #154 (off-Sys)	COUNTY Coos	
NAME OF JOB Charles Mack Bridge	KIND OF WORK Grading and Structure	
CONTRACTOR P & F Construction	CONTRACT NUMBER 10,076	FEDERAL AID PROJECT NUMBER BROS-0600 (8)
DATE OF CONTRACT 7-3 -85	DATE WORK STARTED 7-29-85	ESTIMATED COMPLETION DATE 10-6-85
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 70	WORK DAYS USED CALENDAR DAYS USED 71
PROJECT AUTHORIZATION: $ 171,774.31	SPECIFIED COMPLETION DATE 70 days = 10-6-85	PERCENT OF TIME ELAPSED 101.42%
EXCLUSIVE OF ENGINEERING: $ 158,153,44	ENGINEERING AUTHORIZATION $ 13,620.87	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 151,343.00	ENGINEERING COST TO DATE $ 12,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: UNDERRUN 4.3 %	PERCENT OF AUTHORIZATION 93.2 %	DATE PROJECT WAS COMPLETED: 10-7-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.04	0.04			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.04	0.04			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	70 CY	500 ton			
TOTAL QUANTITIES CORRECTED TO DATE	70 CY	550 ton			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	70 CY	550 ton			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16689							
PERCENT	100%							

	WEATHER	Cal. DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
Oct. 6, 85 SUNDAY	mostly cloudy	1		
MONDAY 7	"	1		PROJECT COMPLETED TODAY.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10-6-85 SUNDAY	No work.
7 MONDAY	Clean up and finish guardrail. P & F still has to move out their backhoe. PROJECT COMPLETE TODAY.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Gary R. Gilliam LOCATION Eugene ~~[illegible]~~, OR

Gary R. Gilliam, OBEC

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F21R

August 7, 1985

F & F Construction
P. O. Box 232
Gates, OR 97346

CON 5
#10,076

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,076 for work on the Charles Mack Bridge Section of Jenkins Prairie Road in Coos County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: **Amwest Surety Insurance Co.**
516 S. E. Morrison Street
Portland, OR 97214

bc: **C. O. Fredrickson**
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Frank Morrison

P & F Construction

Post Office Box 232
Gates, Oregon 97346
(503) 897-2728

July 1,1985

State Department Of Transportation
Room 121
Salem, Oregon

Gentlemen ;

In regard to the DBE/ MBE/ WBE participation assigned contract goals for the Charles Mack (Jenkins Prairie Rd) Bridge , County Road No. 154 (off system) opened June 27, 1985, our proposal is to use Arrow Bros. Corp. Age. Center No 310, 9450 Commercial Circle S.W. Wilsonville, Oregon 97070. Phone 503-682- 2100 for the following items;

No11, Type 2 Guardrail, Type 2 A- $2400.

Item No. 12- Guardrail Type 3, $3400

Item No. 13, Guardrail Anchors, Type 1 $1600

Item No.14 , Guardrail End Pieces Type C, $400

Combinig for a total of $7800.

If any further information is needed please feel free to contact P & F Construction.

Sincerely,

David F Peters

Daniel F. Peters

RECEIVED
JUL 1 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thomas Jones

General Contractors

10,076

July 3, 1985 PRO

Coos County Board
of Commissioners
Courthosue
Coquille, OR 97423

Attn: Mr. Bud Perkins

Subject: Charles Mack (Jenkins Prairie Rd.) Bridge
Project No. BROS-0600(8)
Coos County

On June 27, 1985 the State Highway Division received a satisfactory bid from P & F Construction, P.O. Box 232, Gates, Oregon 97346 on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7965 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction costs as computed below:

Contractor's Bid		$150,343.00
Anticipated Items		1,000.00
SUBTOTAL		$151,343.00
Contingencies (4-1/2%)		6,810.43
Engineering (9%)		13,620.87
Total Construction Cost		$171,774.30
Estimated P.E.		15,000.00
Less Federal Funds (80%)		(149,419.44)
P.E.	(3,000.00)	
Construction (65%)	(24,300.00)	(27,300.00)
County's Remaining Balance Due		$ 10,054.86
ADVANCE DEPOSIT ROUNDED		$ 10,100.00

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $10,100 by July 19, 1985. You may use one of the three options for payment described in the attachments.

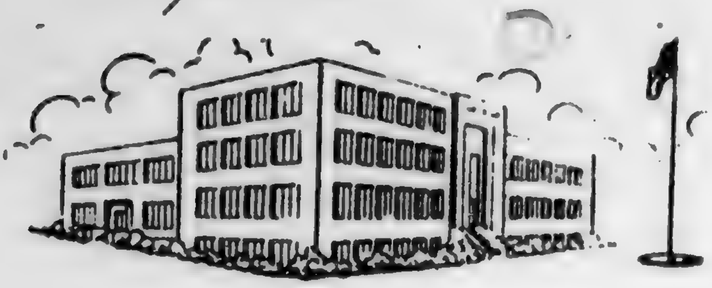
Very truly yours,

Gary A. Potter, Manager
Program Section

Received
8-1-85
ck
MKS

MKS:me
Attachments
bcc: w/AD #85-69 Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-69 when advance deposit is received.

10,076



County of Coos
HIGHWAY DEPARTMENT
COOS COUNTY COURTHOUSE
COQUILLE, OREGON 97423

June 27, 1985

Jack Ayres
Department of Transportation
Region 3
P O Box 1128
Roseburg OR 97470

RE : CHARLES MACK BRIDGE
JENKINS PRAIRIE ROAD

Dear Mr. Ayres:

Coos County agrees to provide alternate access as needed to the one residence on the East side of the above referenced bridge during construction of the new bridge.

Sincerely,
COOS COUNTY HWY DEPT.

JRPerkins
J. R. Perkins, Public
Works Director

JRP/de

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 0 5 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

CC: OBEC
G. POTTER
Sent 7-2-85

10,076

June 12, 1985

PRO

Coos County Board
of Commissioners
Courthouse
Coquille, OR 97423

Attn: Mr. Bud Perkins
County Roadmaster

Subject: Charles Mack (Jenkins Prairie Road) Bridge
Project No. BROS-0600(8)
Coos County

On June 27, 1985 bids will be taken by the Highway Division on the subject project. This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7965 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

Estimated Construction Cost	$152,100.00
Less Federal Funds (80%)	121,680.00
County's Share (20%)	$ 30,420.00
65% of County's Share & Advance Deposit	$ 24,300.00

We will award the contract when we receive your advance deposit in the amount of $24,300 and DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

Received
7-3-85
CK

MKS:me
Attachment
bcc: w/AD #85-62 Jack Ayres, Region 3
Vern Skoog - Please return completed AD #85-62 when advance deposit is received.

10[illegible]76

Con 19-15
Myrtle
Cr.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 10, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BROS-0600(8)
Myrtle Creek (Charles Mack) Bridge
Proposed Structure Width

The information submitted with Mr. Hart's letter of June 6, 1985 has been reviewed. Based on the information submitted the proposed design consisting of a single lane 18 foot clear bridge width to replace the existing 11 foot wide structure on the same alignment is considered appropriate and is approved.

Sincerely yours,

NOTED
E. S. HUNTER

Christianson
~~for~~ Dale E. Wilken
Division Administrator

cc:
OSHD (Walt Hart, Br Engr)

RECEIVED
STATE HWY ENGR
JUN 11 '85
REFER TO
Hunter
FOR

6/12/85
Copy to Hart
& Kuehn.
Don

[illegible] jc

Con 1941

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0600(8) [illegible]

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40056

2A. COUNTY NAME Coos

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 5, 1985

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Charles Mack (Jenkins Praierie Rd.) Br #11C73M000-00015

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6-3-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $175,000, Federal Funds $140,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 6-3-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your letter of March 28, 1984.

RECEIVED
STATE HWY ENGR
JUN 12 '85
REFER TO Potter
Orig. & att
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 6/7/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,076

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

6-5-85

Highway # 2006

County Coos

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-600(2) Prefix 206-1982

Project Name Charles Mack Bridge #11C73M

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 1 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coquille, Oregon, this 5th day of June, 1985

County of Coos

Don Stevenson
County Judge/Chairman

Jack L. Beebe
Commissioner

Robert Emmett
Commissioner

Certified By:

Regional Right-of-Way Supervisor

Date

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

10,076

Section Charles Mack (Jenkins Prairie Rd.) Bridge Programming Estimate $
Highway County Rd. No. 154 Project Length 0.07 Miles
County COOS Completion Time 70 CD or NLT Oct 31, '85
Kind of Work Grading & Structure Est. Comp. Date Oct. 31, '85
Prefix 206 - 1982 Letting Date June 27, '85 Project No. BROS-0600(8)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ $132,990^{00}$
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching, Fertilizing. . . .	1,000	$ $1,000^{00}$
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
. . . .		
. . . .		
. . . .		
. . . .		
. . . .		
Adjust Utilities:		
. . . .		
. . . .		
Subtotal		$ $133,990^{00}$
Contingencies (4-1/2%)		$6,029^{55}$
Engineering (8, [✓ 9,] 10%)		$12,059^{10}$
~~Subtotal~~		$
Credit for ________		
Estimated Net Authorization, Construction		$ $152,078^{65}$

APPROVED

#23,000

Road Design Engineer

Rev. 11/81

Charles Mack (Jenkins Prairie Rd.) Bridge
Grading & Structure

ENGINEER'S ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$ 11,000
2.	Temporary Protection & Direction of Traffic	Lump Sum	All	Lump Sum	$ 2,000
3.	Temporary Signs	S. F.	30	$ 10.00	$ 300
4.	Temporary Barricades	Each	4	$ 100.00	$ 400
ROADWORK					
5.	Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 1,000
6.	Removal of Structures & Obstructions	Lump Sum	All	Lump Sum	$ 3,000
7.	General Excavation	Cu. Yd.	70	$ 7.00	$ 490
8.	Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	$ 500
9.	1"-0 Aggregate Base	Ton	500	$ 10.00	$ 5,000
10.	15-Inch Culvert Pipe	Lin. Ft.	80	$ 20.00	$ 1,600
11.	Guard Rail, Type 2A	L. F.	100	$ 15.00	$ 1,500
12.	Guard Rail, Type 3	Lin. Ft.	100	$ 30.00	$ 3,000
13.	Guard Rail Anchors, Type 1	Each	4	$ 350.00	$ 1,400
14.	Guard Rail End Pieces, Type C	Each	4	$ 100.00	$ 400
15.	Type 1 Fence	Lin. Ft.	160	$ 5.00	$ 800

Charles Mack (Jenkins Prairie Rd.) Bridge
Grading & Structure

ENGINEER'S ESTIMATE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total Price (In Figures)
STRUCTURE					
16.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$ 1,000
17.	Structure Excavation	Cu. Yd.	30	$ 15.00	$ 450
18.	Special Wall Backfill	Cu. Yd.	20	$ 15.00	$ 300
19.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	$ 15,000
20.	Furnish HP 10x42 Steel Piling	Lin. Ft.	150	$ 15.00	$ 2,250
21.	Drive Steel Piles	Lin. Ft.	150	$ 2.00	$ 300
22.	Structural Concrete, Class 3300	(cu.yd.) Lump Sum	(35) All	(300) Lump Sum	$ 10,500
23.	130'/135' Deck Bulb-Tee Prestressed Beams	Each	3	$ 19,200.00	$ 57,600
24.	Reinforcement	(Lbs.) Lump Sum	(4,400) All	($0.50) Lump Sum	$ 2,200
25.	Metal Rail with Tubing	Lin. Ft.	275	$ 40.00	$ 11,000

TOTAL: $ 132,990

10,076

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: June 4, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40056
Project No. BROS-0600(8)
Charles Mack (Jenkins Prairie Rd.) Br. Sec.
County Road
Coos County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project June 27, 1985.

DRH:bkb
Attachments
cc: James J. Gix, Region 3
~~Michael~~ Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

June 4, 1985

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 1 mi. S.E. of Bridge 65	ADT	PRESENT 1 DHV	FUTURE (66) (70) ----	YEAR (71) (72) ----
				REGION 10	STATE NAME Oregon	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Structure 62	NATL. FOREST (63) (65)	F/A ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS 28 — NUMBER 7 0600

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (Mandatory 15% Off-System)	COUNTY NAME Coos
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. Z — FEDERAL-AID Non UL (32) — STATE Co. Rd. (36) (37) --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(60) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080	(09)	"Charles Mack (Jenkins Prairie Rd.) Br. Sec."	0.025	175,000	140,000		35,000

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.025	175,000 (16) (23)	140,000 (24) (28)		35,000
1	14	PROGRAM APPROVAL DATES 10-1-83 10-1-84						

REMARKS

Additional Data: Item No. 4
No. BROS-0

Key #01742

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

June 4, 1985

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 1 mi. S.E. of Bridge	**ADT**	PRESENT 1 DHV	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 117
								ITEM NO. 40056

OPOSED WORK (35 typewriter ure	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS	NUMBER 0600	SEQ. NO. (8)	I. Projects Only POST MI.	DESIG.

L FUNDS ge Replacement (Mandatory 15% Off-System)	COUNTY NAME Coos	CODE 011	PROGRAM STAGE ☐ 1 OR ☐ 2
REA ---	ROUTE NO. Z	FEDERAL-AID Non UL	STATE Co. Rd.
		U.S. ----	

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) X080	(09)	"Charles Mack (Jenkins Prairie Rd.) Br. Sec."	0.025	175,000	140,000		35,000	
ED BY DRH		PROJECT TOTALS	0.025	175,000	140,000		35,000	

AM APPROVAL DATES
10-1-83
10-1-84

REMARKS
Additional Data: Item No. 40056; Project No. BROS-0600(2).

ey #01742

-over

USCOMM DUSCOMM-DC 48005-P61

Charles Mack (Jenkins Prairie Rd.) Br. Sec.

Remarks continued:

Project Data: Work under this project consists of: 1) construct one reinforced concrete beam bridge (No. 16689) 130 ft. in length with 18 ft. roadway; 2) construct approaches requiring grade, drain, and crushed rock surfacing; 3) adjust utilities as required; and 3) incidentals common to this type of project.

Exception to Minimum Design Standards: The width of roadway on the structure was previously approved verbally by Herb Shell of FHWA on ____________________.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7965 complygin with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-7-83.

Note: 1) This project is in Congressional District No. 4.
2) Included in 6 Yr. HIP on Page 122 and included in FY '85 Status Report.
3) Included in the approved bridge replacement inventory (Br. No. 11C73M) list with sufficiency rating of 17.4.

10,076

DSL file

VICTOR ATIYEH
GOVERNOR

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

VICTOR ATIYEH
Governor

BARBARA ROBERTS
Secretary of State

BILL RUTHERFORD
State Treasurer

May 3, 1985

Coos County Highway Dept.
Attn: Bud Perkins
Courthouse, 2nd & Baxter
Coquille, OR 97423

RE: Myrtle Creek - Charles Mack Bridge
Catching Slough - Lone Tree Bridge

Dear Mr. Perkins:

We received your permit applications for the above referenced projects in Coos County. A removal/fill permit is not required by the Division of State Lands for the projects since both projects do not require the removal or fill of 50 cubic yards of material.

If you have any questions please contact our office at 378-3059.

Sincerely,

Elizabeth Hook
Permit Specialist

EH:sp

cc: Bob Wilson - OBEC Engineers ✓

RECEIVED
ROAD DESIGN SECTION

LDE
FDE
LE
SE
FPC
PDE
LFE
GTE
BPC
FDS
CAD
Copy All
Return To
B/U __/__/__

NOTED
D. C. HARMON

RECEIVED
MAY - 7 1985
[illegible]

10,076

HIGHWAY DIVISION PRO-AGR

Gary A. Potter, Manager
Program Section

April 3, 1985

Ed Marges
Agreement Specialist

MISC. CONTRACTS and
AGREEMENTS No. 12,028

Consultant Agreement
H.B.R. Project
Charles Mack Bridge
Coos County & O.B.E.C.

The attached consultant agreement has received the required pre-award audit evaluation and the external Audit Unit has recommended their approval.

I have reviewed the agreement and found it in order and recommend your concurrence.

Please sign all 3 copies and return them to me for distribution.

EDM:bkb
Attachments
cc: Jack Ayres, Region 3

Copy to OBCE - [illegible]

☒ RTW
☑ WHH
☑ JDL
☑ File 24-6

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208-2946

Reply to
Attention of:

January 18, 1985

Operations Division (NPPOP-R-1)

Subject: 071-OYA-4-005696 (Myrtle Creek - Bridge Replacement)

COOS COUNTY
[illegible]
[illegible]
OREGON

1/21/85

Coos County Highway Department
ATTN: Bud Perkins
Courthouse, 2nd & Baxter
Coquille, Oregon 97423

Dear Mr. Perkins:

This is in regard to your request for a Department of the Army permit to replace Charles Mack Bridge, near Bridge, Oregon.

A review of your application and attached drawings indicates that there will be no fill placed below the line on shore reached by the Ordinary High Water. Therefore, a Department of the [redacted] Enclosed is your application and drawings.

If you have any questions, please contact Ron Marg at the above address or telephone (503) 221-6995.

Sincerely,

G. A. Newgard
Chief, Regulatory Branch

Enclosure

1-17-85 - Phone Call from Div. State Lands - No Permit Required

10,076

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: March 12, 1985

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers
Charles Mack Bridge

Your memo dated March 4, 1985 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal between Coos County and OBEC. The basis of payment for services rendered is on actual cost plus a fixed fee, with the total not to exceed $23,000.00.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions, and cost principles after the following change has been made: Exhibit A, page 3 of 3; change "Lump Sum Amount" to "Not to Exceed".

Accordingly, we recommend approval of this agreement contingent upon the incorporation of the above change.

VES:KLJ:cl

10,076

Highway Division PRO

Jim Gix
Region Engineer

December 20, 1984

Gary A. Potter, Manager
Program Section

Amendments to 5 Consultant Agreements
Increase in P.E. Costs
Coos County

The amendments to the five consultant agreements between Coos County and OBEC Consulting Engineers are being returned without State Highway Division concurrence for the following reason:

1. Slope staking and layout of bridges is considered a construction engineering function and not eligible for reimbursement under preliminary engineering, as per FHWA rules and regulations.

   Please advise Coos County and OBEC that work as covered by this amendment is not eligible for reimbursement under preliminary engineering.

EDM:bkb
cc: C.O. Fredrickson
    Vern Skoog
    FHWA
bc: Federal Aid Specialists:
    Metro
    Region 4
    Region 5

10,076

November 3, 1983

PRO-ACC

Mr. Rocky Luckman
Coos County Engineer
1281 West Central
Coquille, OR 97423

RE: Myrtle Creek (Charles Mack) Br.
Br. # 11C37M
Coos County

Dear Mr. Luckman:

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this bridge project # BROS-0600(2). The County's share of the P.E. and their advance deposit will be:

Total PE Costs	$15,000
Less Federal Funds	12,000
County's Share	$ 3,000

Please send in your $3,000 advance deposit according to one of the methods on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

RECEIVED A.D.
#3000 3-19-84

HR:pf
Attachment

bcc w/AD # 83-106: Jack Ayres, Region 3
Vern Skoog - Please return the completed AD #83-106 when advance deposit is received.

10,076

SCN 17-4 Myrtle Cr.

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0600(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40056

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/24/83

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Charles Mack (Jenkins Prairie Road) Bridge #11C73M Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility prepartory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $15,000
F.F. $12,000

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/20/83.

RECEIVED
STATE HWY ENGR
OCT 27 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 10/27

14. DATE 10/24/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

12076

CON 19-1
Myrtle,
Cr.

October 11, 1983

Coos County Board of Commissioners
Courthouse
Coquille, OR 97423

AGR 4

Attention: Mary Ann Wilson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7965

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for the construction of the Myrtle Creek (Charles Mack) Bridge Section (Bridge No. 11 C 73M) of Jenkins Prairie Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Enclosure

bc: Gary Potter (agree. att.)

10. 76

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Coos Co.

SECTION Charles Mack (~~Bridge~~ Jenkins Prairie Rd) Bridge

REGION 3 8-26-83

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 206-1982

DATE 8-26-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		6,500	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		800
906 BRIDGE DESIGN		1,500	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		700	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 15,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

FEDERAL AID PROJECT NUMBER BROS-0600(2)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of a new structure at the Charles Mack Bridge.

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Turpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE 8-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/14/83
RECOMMENDED, REGION ENGINEER X	DATE 8-29-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 10-12-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1742

REGION 3

SECTION CHARLES MACK BRIDGE

STATE HIGHWAY # Cty Rd#154	HIGHWAY NAME JENKINS PRAIRIE	MILE POST FROM 0.13XX	LENGTH 150±
☐ URBAN ☒ RURAL	CITY Myrtle Point OR	COUNTY Coos County	ROAD/STREET NAME Jenkins Prairie Road
ROUTE # 757	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Coos County	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 15 ~~75~~	GRADING (✓)	x	FILES (#)	0
RIGHT OF WAY	$ 0	PAVING (✓)		ACRES (#)	0
ROADWAY	$ ~~110~~	STRUCTURES (✓)	x	RELOCATIONS (#)	0
STRUCTURES	$ 110	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	~~S or~~ C
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S or C
TEMPORARY PROTECTION	$ 7			RIGHT OF WAY DESCRIPTIONS (S,C,A)	NA
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	NA
40% ENGINEERING & CONTINGENCIES	$ 47 ~~25~~	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 164 ~~135~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ ~~140~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Off-System HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)	1-14'	2-10
SIGNALS (#)	n/a	n/a
BIKE PATH (Y/N)	n/a	n/a
AVERAGE DAILY TRAFFIC	5	5
YEAR OF AVERAGE DAILY TRAFFIC	1982	1982

DEFINE THE PROBLEM

The existing bridge is an old log and wooden structure.

PROPOSED SOLUTION

Remove existing bridge and replace with concrete and steel bridge.

REQUESTED, REGION ENGINEER X — DATE 8-5-83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X — DATE

TRANSP. COMM. APPROVAL DATE JULY 5 1983 — PROGRAM YEAR — FUNDING

734-1811 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

REGION

PROJECT JUSTIFICATION

This bridge has a posted load limit because of the poor condition of the bridge. The bridge is narrow and has a low bridge rating.

Due to the wood structure, the bridge doesn't permit its reconditioning.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJEC~~T~~ PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 3 8-24-83

SECTION Charles Mack Bridge

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	A	DETOUR	c/s	BORROW SOURCE	c/s	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	A
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	c/s	COAST GUARD	A	DEQ NON-POINT SOURCE WATER	A
FIELD SURVEY	c/s	RR CROSSING	N	DISPOSAL SITE	c/s	STATE LANDS	A	SECTION 106	A
VICINITY MAP	c/s	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	A	NOISE STUDY	A
SOILS INVESTIGATION	c/s	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	c/s	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 25 mph	DESIGN STANDARDS ~~25 mph~~ AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	0			7	0	7			0	0	0	0	0
				2			10	0	10			2				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	100'	24' ~~22'~~	$110,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 10/11/83

734-1912 (7-82)

8-26-83 Reviewed Region E

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 3 8-24-83

SECTION
Charles Mack Bridge

ESTIMATED RIGHT-OF-WAY IMPACTS
should not have a negative impact on the area

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN
should not have a negative impact on the plan

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY
should be an improvement on flow pattern and safety

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES
should not have a negative impact on these items

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES
N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES
do not have any information

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY x ROCKNE LUCKMAN	TELEPHONE NUMBER 396-3121	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

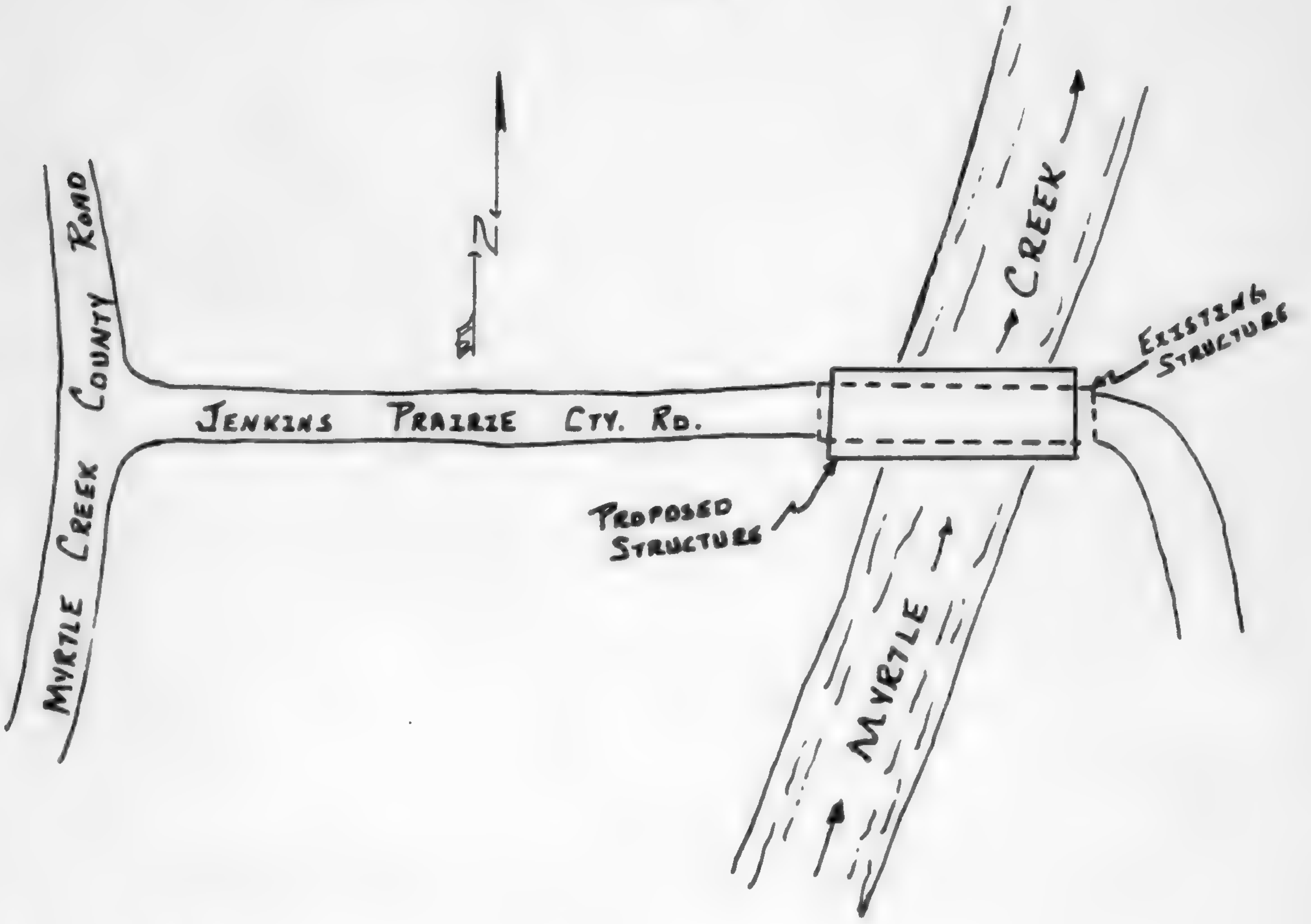
734-1913 (7-82)

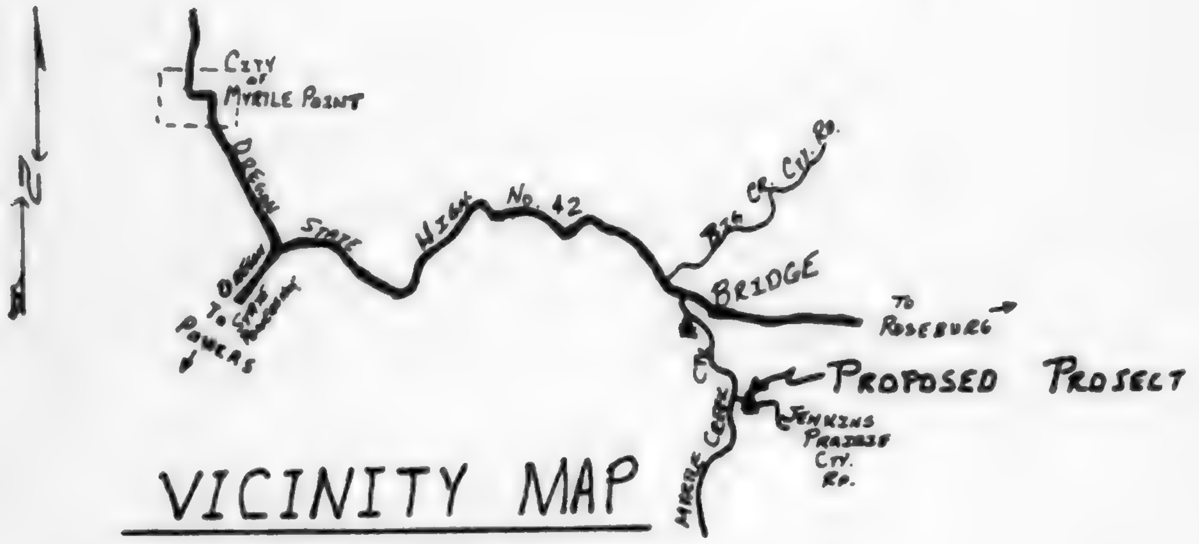
COOS COUNTY HIGHWAY DEPT.

CHARLES MACK BRI. REPLAC.

SKETCH MAP

DATE : JULY 27, 1983


N
MYRTLE CREEK COUNTY ROAD
JENKINS PRAIRIE CTY. RD.
EXISTING STRUCTURE
PROPOSED STRUCTURE
MYRTLE
CREEK


N
CITY OF MYRTLE POINT
OREGON STATE HIGH. NO. 42
TO POWERS
BIG CR. CTY. RD.
BRIDGE
TO ROSEBURG
PROPOSED PROJECT
JENKINS PRAIRIE CTY. RD.
MYRTLE CREEK

VICINITY MAP

SCALE : 1" = 3 MI.

10276

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to Files

DATE: August 19, 1983

FROM: H Reynoldson
Harold Reynoldson
Local Programs Unit

SUBJECT: Charles Mack (Jenkins Rd.) Br. Section
Bridge #11C73M
Coos County
HBR Project - OFF SYSTEM

This note is to distribute the request for this project. This project was approved by H.S. Coulter on July 5, 1983.

HR:bkb
Attachment

cc: Max Klotz - Please Add to PCS.
D.E. Swan - Please Program with FHWA.
F.E. Terpin
J.B. Boyd
Don Aman
L.E. George, w/attach
W.J. Hart, w/attach
Cam Gilmour, w/attach
R. Trygstad, w/attach
✓ Don Adams, w/attach
Steve Macnab, w/attach
Ed Johnson, w/attach
J. Gix (Region 3)
J. Ayres (Region 3)
N. Flanagan (Region 3)

REFERRED TO
✓ Watson .... Mann ......
.........Cole............ Stoudenmayer.....
...... Eriksen .... King ....
...... Beard ..... Bedford ...... Leu ......
Return Discuss Do File Due ......
By FINAL DESIGN ENGINEER

1 Versteeg ✓
...... Anderson ......
2 Adams ......
...... Macnab ......
...... Stoudenmayer ......
...... Terpin ......
...... Trout ......
...... Wakerlig ......

RECEIVED
AUG 23 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To ....
Bring Up ...../...../.....
Action ....

FEDERAL AID PROJECT REQUEST

Date July 27, 1983

Applicant Agency Coos County

Request for: Off-System X , FAS-C____ , FAUS____ Project

Federal Aid Route No. N/a Route Name Jenkins Prairie

Project Name Charles Mack Bridge

Project Length 150± feet Project Location (Attach sketch map) ←

Project Description The removal of old log and wood structure replace with a concrete and steel bridge.

Average Daily Traffic 5 Design Speed 20 MPH

Complete Applicable Sections:

I. ROADWAY DATA

[illegible]

1. Existing Roadway: (Attach sketch) ←

Width 14' Travel Lanes 1 Shoulders 0

Medians n/a Parking

Sidewalks n/a

Remarks n/a

2. Desired Roadway Cross Section: (Attach sketch) ←

Width 10' Travel Lanes 2 Shoulders 1'

Medians n/a Parking n/a

Curbed no Length Curb Radii no

Sidewalk/Bikeway n/a

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

posted load limit on bridge

2. Proposed Signalization:

Location None

Type
Phase
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicantion? n/a

4. Permanent Striping:

Include in project or by applicant? n/a

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

n/a

2. Proposed Illumination:

Location n/a
Type

Remarks

V. STRUCTURE DATA

1. Exisint Structure:

Location MP#0.13
Type Log and Wood
Approach Roadway Width 16 feet Shoulder Width 0feet
Length 125 feet Width 14 feet
To remain in place: no

2. Proposed Structure:

Location MP#0.13

Approximate Size: Length 100 feet Width 22 feet

Are sidewalk/bikeways desired: no

Are any utilities to be attached to structure? yes

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Coos County Office
2. Environmental	Coos County Office
3. Public Hearing	Coos County Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State x or Consultant X

2. Project construction engineering to be performed by:

Applicant__________ State X or Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No__________

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 0
Right-of-way costs (if participating)	0
Traffic control	0
Illumination	0
Structures	110,000
Railroad	0
Other Engineering and Contingencies	25
Preliminary engineering	5
PROJECT TOTAL	$ 140,000

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or COOS COUNTY

By__________ By__________

By__________ By Robert Emmett

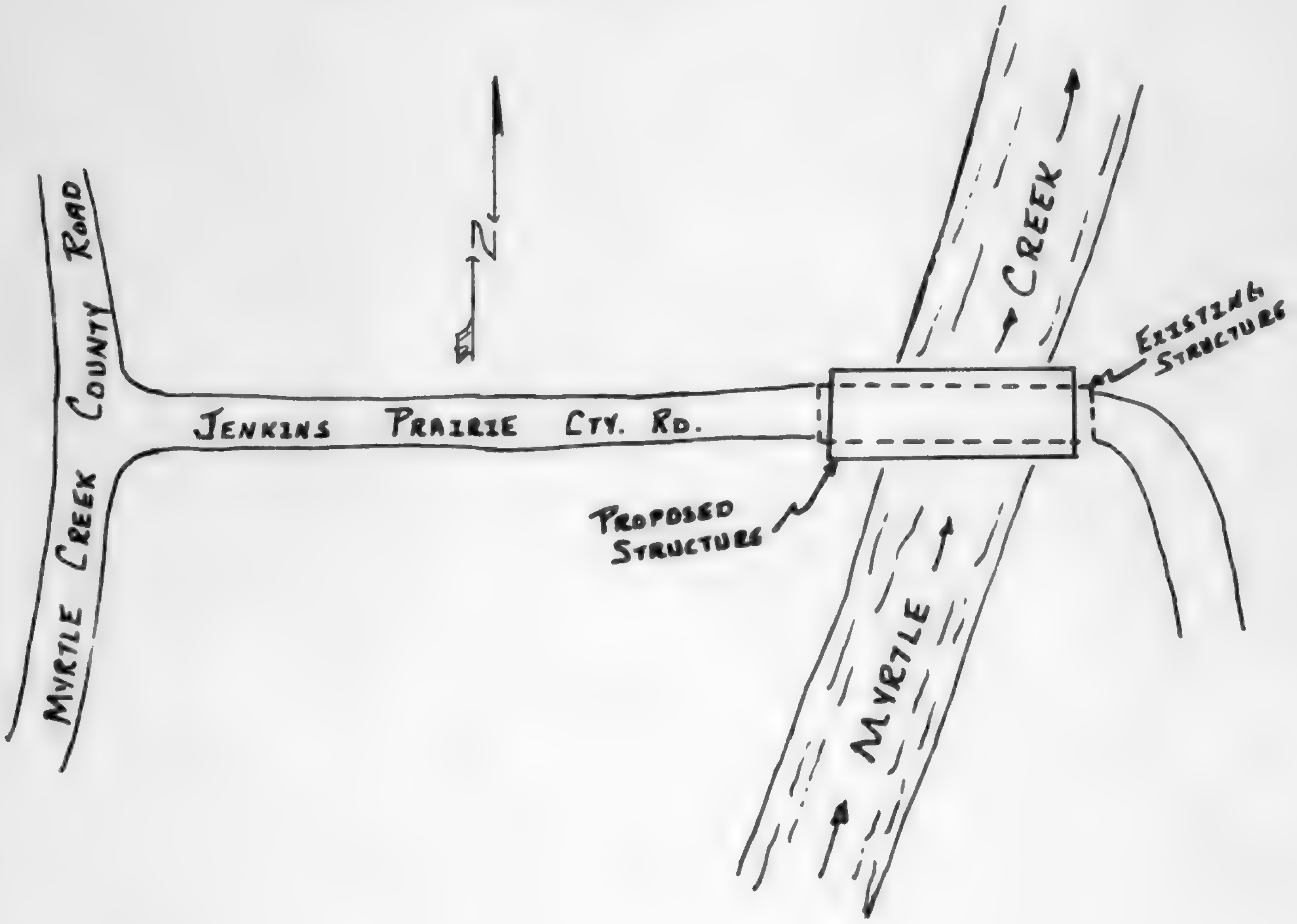
By Doc Stevens

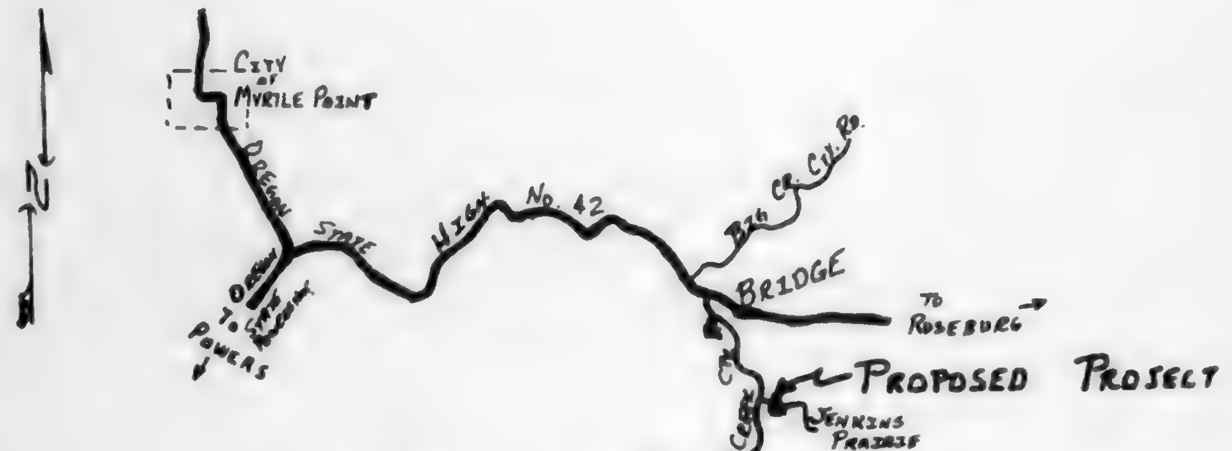
COOS COUNTY HIGHWAY DEPT.

CHARLES MACK BRI. REPLAC.

SKETCH MAP

DATE : JULY 27, 1983


N
MYRTLE CREEK COUNTY ROAD
JENKINS PRAIRIE CTY. RD.
CREEK
MYRTLE
EXISTING STRUCTURE
PROPOSED STRUCTURE


N
CITY OF MYRTLE POINT
OREGON STATE HIGH NO. 42
BIG CR. CTY. RD.
BRIDGE
TO ROSEBURG
TO POWERS
OREGON STATE HIGHWAY
PROPOSED PROJECT
JENKINS PRAIRIE CTY. RD.
MYRTLE CREEK CTY.

VICINITY MAP

SCALE : 1" = 3 MI.

10,076

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST 8-5-83

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1742

REGION

SECTION CHARLES MACK BRIDGE

STATE HIGHWAY # Cty Rd#154	HIGHWAY NAME JENKINS PRAIRIE	MILE POST FROM 0.13XX	LENGTH 150±
☐ URBAN ☒ RURAL	CITY Myrtle Point OR	COUNTY Coos County	ROAD/STREET NAME Jenkins Prairie Road
ROUTE # 757	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Coos County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 5	GRADING (✓)	x	FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)		ACRES (#)	0
ROADWAY	$ 110		STRUCTURES (✓)	x	RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S or C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S or C
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	NA
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	NA
40% ENGINEERING & CONTINGENCIES	$ 25		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 135	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 140				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Off-System HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)	1-14'	2-10
SIGNALS (#)	n/a	n/a
BIKE PATH (Y/N)	n/a	n/a
AVERAGE DAILY TRAFFIC	5	5
YEAR OF AVERAGE DAILY TRAFFIC	1982	1982

DEFINE THE PROBLEM

The existing bridge is an old log and wooden structure.

C&A# 7965
Agreement to typist 9-14-83.
MCH

PROPOSED SOLUTION

Remove existing bridge and replace with concrete and steel bridge.

REQUESTED, REGION ENGINEER X	DATE 8-5-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE JULY 5 1983	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION	KEY ID #
	REGION

PROJECT JUSTIFICATION

This bridge has a posted load limit because of the poor condition of the bridge. The bridge is narrow and has a low bridge rating.

Due to the wood structure, the bridge doesn't permit its reconditioning.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 - PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE
KEY ID #
REGION 3 8-24-83

SECTION
Charles Mack Bridge

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	A
PHOTOGRAMMETRY	N.	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	A	DETOUR	c/s	BORROW SOURCE	c/s	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	A
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	c/s	COAST GUARD	A	DEQ NON-POINT SOURCE WATER	A
FIELD SURVEY	c/s	RR CROSSING	N	DISPOSAL SITE	c/s	STATE LANDS	A	SECTION 106	A
VICINITY MAP	c/s	RR PROTECTION	N	LOCAL AGREEMENT	A	GEOLOGY AND MINERALS	A	NOISE STUDY	A
SOILS INVESTIGATION	c/s	RR SEPARATION	N	NAVIGABLE STREAM	A	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	c/s	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 25 mph	DESIGN STANDARDS 25 mph

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	0	0	0	0			7	0	7			0	0	0	0	0
				1			10	0	10			1				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	100'	22'	$110,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

8-26-83 Reviewed Region

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 3 8-24-83

SECTION Charles Mack Bridge

ESTIMATED RIGHT-OF-WAY IMPACTS

should not have a negative impact on the area

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

should not have a negative impact on the plan

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

should be an improvement on flow pattern and safety

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

should not have a negative impact on these items

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

N/A

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

do not have any information

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X ROCKNE LUCKMAN	TELEPHONE NUMBER 396-3121	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 3 8-26-83

SECTION Charles Mack Bridge

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 8-26-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1500.00	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	500.00		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	500.00		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$ 5000.00	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of a new structure at the Charles Mack Bridge.

PREPARED BY	DATE 8-26-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-29-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

SERIES TITLE:
CONSTRUCTION CONTRACTS

LAST RECORD
IDENTIFICATION:
10,076 (1985)

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